

R.R.

Union Car Spring Manufacturing Co.

NEW YORK

Used by the Principal Railroads in the United States

W. W. BINKLEY, N.Y. Agent

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

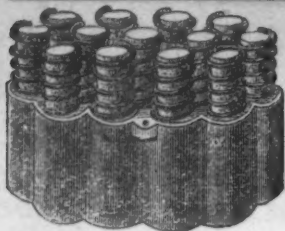
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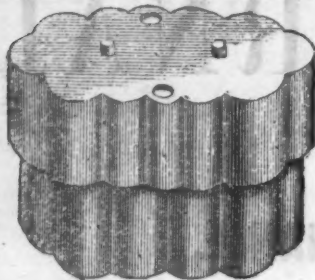
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JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,

No. 9 Spruce Street.



WOOL-PACKED SPIRAL,

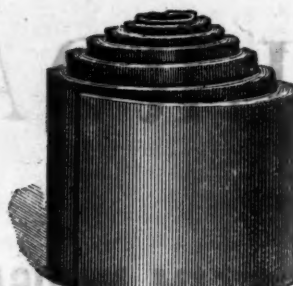


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CAST STEEL SPRING CO.,

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EXTRA TEMPERED LIGHT ELLIPTIC
CAST STEEL SPRINGS,
For R. R. Cars and Locomotives, from best Cast Steel.

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And every variety of Smaller Scales
MADE UNDER THE SAMPSON PATENTS

AND FOR SALE BY

THE SAMPSON SCALE COMPANY

No. 240 Broadway, N. Y.

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any location. The knife edges are subject to no perceptible
friction, and the scale may be made of any length or width
to suit the purchaser. The weighing-beam may be in any
position on either side of, at any distance and in any direction
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for erecting the Scale. The parts are all wrought and cast,
but strong and easily handled. The main or supporting
levers in the Railroad Track Scale are only 12 1/2 inches
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IMPORTERS AND DEALERS IN

IRON and STEEL RAILS of best English manufacture,
also, OLD RAILS, and all kinds of SCRAP IRON,
wrought and cast, suitable for remanufacture. Always
of NEW and OLD RAILS constantly on hand.

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Manufacturers of IRON and CRUCIBLE CAST
STEEL TYRES, AXLES, BOILER PLATES,
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Sole Agents in the United States for the

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Manufacturers of BESSEMER PIG IRON, fully
adapted to the manufacture of BESSEMER
STEEL; also FOUNDRY and FORGE IRON of
superior quality. Supplies of these irons always on hand.
GENERAL RAILWAY AGENTS and
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concerns furnished with supplies and materials. RAIL
ROAD STOCKS, BONDS and other securities
bought and sold. Advances made on consignments of
Railway Iron and Metals.

EGLESTON BROTHERS & Co.

(Successors to Egleston, Battell & Co.)

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IN LOTS TO SUIT PURCHASERS.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 20, 1869.

Brady's Railroad Lantern.

In our advertising columns is a cut of "Brady's Railroad Lantern." Please turn to the advertisement and read the list of Railroads on which they are used. They have already become quite celebrated, and yet, a little over a year ago they were unknown, even to the manufacturers of them. They have been accepted and adopted by almost every railroad company that has seen them, and there can be no doubt that in a short time they will supersede every Railroad Lantern that is made in the United States. We say this because it is so much superior to anything of the kind we have ever seen, and the price being low, we see nothing in the way of its sweeping out all the rubbish in the way of inferior articles that are necessarily used on even our first class roads. We have heard "Railroad men" so often wishing they could get a Lantern that would not fall to pieces, we can say of Brady's: You cannot destroy them unless you choose to put them on the track and let a train of cars pass over them, or subject them to the gentle tap of a trip hammer. We purpose now to give a description of them, and this will be sufficient proof of their strength and durability, unless peradventure our readers prefer to buy and test them, which after all is the surest way.

The Patentee, whose name the Lantern bears,

was an employee in a large Lantern Manufacturing Establishment in one of our Western cities about eighteen months ago, and his attention was drawn to the great number of lanterns brought (or sent) back from the railroads for repairs, then the idea found place "why cannot a lantern be made that will not have to be repaired, in any event as often as these," and after many experiments, including much time and not a little expense the following was decided upon. A frame of malleable iron with guards and rings; the guards being riveted in the top and bottom rings of iron, and the rings of wire firmly wound where they cross the guards. The frame is then tinned, uniting every part making them as one piece, and this frame will bear a weight upon it of four or five hundred pounds.

The flange which keeps in place the adjustable globe and the bottom are also of malleable iron tinned, and every one who is acquainted with this kind of metal, knows it to be nearly as strong as wrought iron. The globe being adjustable one colored light may be quickly and easily exchanged for another. The lantern is not at all complicated, but may be taken apart in two motions. The lamp is taken out in one motion, and the glass in another.

There have been over one thousand dozen sold in the last season, and they are just in their infancy. The company has used but little exertion to introduce them, orders coming in without it, faster than they could fill them.

The Taylor Manufacturing Company, New Britain, Conn., were incorporated June, 1868. Their success thus far has been remarkable, and we predict for them the envy of richer and far older corporations; even if their attention should be turned wholly to the manufacture of Brady's Railroad Lantern they cannot fail with good management, of becoming one of the first manufacturers of the Nutmeg State.

The Danville, Hazleton and Wilkesbarre Railroad was formally opened on the 4th inst., between Sonbury and Riverside, opposite Danville, a distance of twelve miles. Thirty-two miles more are graded and bridged, and ready for the rails, and only seven miles more remain to complete the road through to Hazleton. It is expected that the entire road will be opened for business

by April 1, 1870. Thomas Woods, Esq., of Philadelphia, is President of the company.

HARVEY FISK. A. S. HATCH.
OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST., N. Y., Nov. 8, 1869.
TO OUR CUSTOMERS AND CORRESPONDENTS.

The surprising development of our national resources and the rapidity with which the Government is now enabled to reduce the National debt, by weekly purchases, render it apparent that the time is approaching when the Five-twenty bonds may be funded at not over four or four and a half per cent. interest.

Meanwhile their high price, as compared with other classes of securities paying an equal rate of interest, is leading to general inquiry for more profitable forms of investment in which money may be safely invested.

During the war the necessities and peril of the Government, and the consequent cheapness of its securities, rendered them so attractive that, from this cause, combined with the patriotic faith of the people in their safety, they absorbed almost the entire floating capital of the country, and diverted attention from other classes of securities which had before been deemed sufficiently conservative and sound to meet the wants of the most cautious investors.

The Government is no longer a borrower. It no longer needs the country's capital, but desires gratefully and honorably to repay it.

The rapid accumulation of capital for investment, and the reduction of the National debt and improvement of the National credit—rendering it certain that hereafter but a comparatively low rate of interest can be derived from investment in Government bonds—is compelling the search for other safe and well-guarded channels into which capital not employed in business may wisely flow.

The enterprises of Peace, no less needful, in their time and place, for the common welfare, than were the waste and cost of war, now call for the capital which the Government no longer needs, and offer for its use a remuneration which the Government need no longer pay, and in some cases, a security as stable and enduring as the faith of the nation itself.

The desire to capitalize the premium which may now be realized upon Five-twenty bonds, and which a natural decline in gold toward par, and the ability of the Government to fund the debt at a lower rate of interest, may at any time extinguish, is felt by many holders who desire some satisfactory assurance as to which of the many low priced securities in the market would afford the necessary safety to justify an exchange.

The applications for information and advice which are addressed to us daily, show how universal is the desire for this assurance, as to what forms of investment, more profitable than Government securities at present market rates, are entitled to the confidence of investors.

The pressure of this want has led us to feel the importance of directing our own attention as bankers, our large experience, and our facilities for obtaining reliable information—to the work of supplying it in some measure, and to offer the results of our inquiries to those who may be disposed to confide in our good faith and judgment.

We are unwilling to offer to our friends and the public anything which, according to our best judgment, is not as secure as the National obligations themselves, with which we have hitherto principally identified ourselves.

Since closing the great CENTRAL PACIFIC RAILROAD LOAN, which meets all these requirements, we have carefully examined many others, but have found no other which would fully do so, until the following was placed in our hands:

FIRST MORTGAGE
SIX PER CENT. GOLD BONDS
OF THE
WESTERN PACIFIC RAILROAD COMPANY
OF CALIFORNIA.

The Western Pacific Railroad connecting Sacramento with San Francisco, furnishes the final link in the extraordinary fact of an unbroken line of rail from the shore of the Atlantic to that of the Pacific.

It is 150 miles in length, including a short branch, and it will be the METROPOLITAN LINE OF THE PACIFIC COAST,

connecting its chief cities, and traversing the garden of the rich and growing State of California; receiving, in addition to an immense and lucrative local traffic, the through business over the Union and Central Pacific Railroads—between the Eastern States and Sacramento.

It is completed, fully equipped, and in successful operation, and its earnings in October, the first full month, amounted to \$105,000 in coin. The net earnings will, by a moderate estimate, amount to \$600,000 per annum, in coin, while the interest on its Bonds will be but \$168,000.

The value of the property and franchises is not less than

TEN MILLIONS OF DOLLARS,
and the mortgage is limited to
\$2,800,000.

The bonds are of \$1,000 each, have thirty years to run, and will be sold at

NINETY, AND ACCRUED INTEREST,
in currency. They are payable, PRINCIPAL
AND INTEREST IN GOLD COIN, in the city of
New York. Coupons due January and July 1.

The near approach of the time when the United States can probably re-fund the greater portion

of its Six-per cent. debt is naturally causing inquiry for other forms of investment which will afford satisfactory security with the same rate of interest. The WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS must have an immense advantage over all other securities based upon merely local or uncompleted railroad and may be held with as much confidence as Government bonds, or as first-class mortgages on New York city property.

The loan is small in amount. Its claims to confidence are apparent. It will be rapidly taken. Bonds will be delivered as the orders are received.

Government bonds received at their full market value in exchange.

FISK & HATCH, BANKERS.

East Tennessee and Georgia Railroad.

The earnings of this road for the fiscal years ending June 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$208,754 34	\$208,949 16
" freight.....	251,923 77	271,587 97
" express.....	15,654 08	10,725 04
" transp. U. S.....	4,053 00	511 89
" mail service.....	16,825 00	18,670 02
" other sources....	15,654 82	10,550 48
	\$512,864 51	\$515,994 56

Expenses, viz:

Transportation.....	\$63,400 15	\$59,813 74
Motive power.....	115,775 36	82,839 18
Maintenance of way....	135,410 08	90,698 35
Maintenance of cars..	46,485 30	53,846 55
General expenses.....	21,512 96	15,979 02
Equipment.....	9,162 10	.....
Depot buildings.....	1,841 69	3,379 77
Extraordinary exp....	52,279 40	30,250 06
Real estate.....	240 00	.....
Taxes.....	5,761 46	5,534 51
	\$451,868 50	\$347,013 13
Net earnings.....	\$60,996 01	\$168,981 43

Compared with the previous year, the gross earnings show an increase of \$3,130 05, with a decrease in expenses of \$104,855 37—making the increase in net earnings, \$107,985 42. The report says:

The gross earnings have been \$515,994 56, and the expenses of every description, ordinary as well as extraordinary, \$347,013 13, which, deducted from the gross earnings, would leave \$168,981 43 net, to pay interest to the State of Tennessee and on Second Mortgage Bonds, the interest on which amounts to \$141,460 64 this, taken from the net earnings, as above, would leave a balance of \$27,520 89; of this sum \$14,181 91 has been retained during the year by the Government, and credited upon our Bond, which leaves us on hand for the year's operations \$13,338 98. By comparing these figures with those of the Annual Report of the year ending June 30th, 1868, you will find that while the earnings of the present year exceed that of the previous year \$3,130 05, that the expenses have been reduced very greatly. Including extraordinary expenses and all, it has taken 67 1/2 per cent. of the gross earnings to operate the road, and we hope that a further reduction in expense during the next fiscal year may and can be made. The items making up the extraordinary expense account, for this year, as shown above, are principally made by the building of the Round House, at this place, and the weather-boarding, covering and painting of the London Bridge.

In comparing the earnings of the first six months of this fiscal year with the same period of last year, we find that there was a heavy falling off; say of about \$82,000—about one-half of this sum is from passengers, and the other half from freights. The falling off from freights is

attributed to the small wheat crop of 1868, which is generally moved in the summer and fall, and the low rates at which all through business has to be done, in order to contend with competing lines. And the falling off in passengers for this six months, may be justly attributed to the fact that we have had but one daily passenger train, and thereby could not successfully control the number of passengers that our position entitles us to. But, unless a double daily line shall be established through, it would be ruinous to us to run it. The business, however, of the last six months is an increase over the same period last year; both in passengers and freight, to an amount sufficient to increase the gross earnings of the year. The increase in the freight was caused by the heavy corn crop moved during the year.

Since the last Annual Meeting of this Company, we have succeeded in effecting a settlement with the State of Tennessee, of our Interest and Sinking Fund Account, which has been the cause of so much annoyance and trouble since the war; because, from the Annual Reports of the Comptroller of the State of Tennessee, made to the Legislature, it was made to appear that we were largely in arrears, in our semi-annual payments of interest; which had the effect to damage our credit, from the fact that outside parties did not know but a Receiver might be appointed to take charge of the Road, for non-payment of interest due to the State. This apparent difference of the accounts of the Comptroller and the Company existed, not from a want on the part of the officers of the State to do us damage, but from honest convictions on their part, that they had no right to credit the Company with certain payments that had been made after the 1st of January, 1861. But, under a recent decision of the Supreme Court of this State, all payments made to legally authorized parties upon all contracts were legal and valid, when they were received without protest. And under this decision of the Court a full and complete settlement was made; this Company having made these payments to the Bank of Tennessee, the fiscal agent of the State, before the removal of the Bank from the State; which settlement, as made, is in accordance with our books, and is satisfactory to the State and to the officers of this Company.

The interest due to the State of Tennessee, as well as on our Second Mortgage Bonds, was paid in full on the 1st day of July last.

During the year a very substantial, neat and commodious Engine or Round House has been built, and does credit to Milton Wilds, who had the supervision of the structure. And, in addition, the Bridge at London has been weather-boarded, covered and painted, and is in first rate condition. The building of the Round House, together with an Oil House, 20 by 40 feet, of brick, cost \$11,987 20; and the covering of the Bridge, painting, &c., cost \$13,352 64.

A side track has been put in at London, from the main track of the road to the river, with all the necessary machinery for taking up freight from the river on an inclined plane to the depot, and delivering the same to boats, which is an improvement that was very much wanted; the Superintendent recommends that a similar improvement be made at the Hiwassee river, and we agree with him, and recommend that it be done.

On account of the great drought in the country, which has almost cut off the corn crop in East Tennessee, we cannot expect our local business to amount to a great deal during the year ending June 30th, 1870, and therefore must look for short receipts; and a strict economy in the management of the road will be required to enable us to pay interest on our debt, in January and July next.

In reference to the double daily passenger train, it is proper to say that we have sufficient power to run the trains and do all the freight business that will be offered.

From the Report of the Superintendent, you will see that we will need, within the next year, ten miles of new iron to take the place of old and worn out rails. This will require one thousand

tons. By the different acts of the Internal Improvement Law, under which we borrowed money from the State of Tennessee, we are required to use iron weighing one hundred tons per mile. The present cost of iron in New York is about seventy-nine dollars per ton, in currency; the freight from New York to this place would make the iron cost us over ninety dollars per ton; this would make the ten miles of iron cost us, delivered here, at least \$90,000. From which you will see that all the earnings, and any surplus, of every description, is to be fully taken up, to enable us to keep the road in the condition that will be required for a safe transit of passengers and freight.

The condition of the Company's claim against the Government is in a very unsatisfactory state, and we beg to call your attention to the fact that, on the 23rd of August last, Col. C. W. Folsom called upon the President of this Company with a letter from M. C. Meigs, Quartermaster General, dated the 3rd of August, 1869, in which he informs the Company, through the President, that on account of the failure to pay the indebtedness claimed to be due the Government, that under the terms of the Bond "He has appointed the said C. W. Folsom Receiver of this road, with full power and authority to take possession of and control and operate said railroad," which, being declined, a formal application was made by Col. C. W. Folsom, in the form of a written communication, which is herewith submitted for your consideration and direction, together with the letter of M. C. Meigs, Quartermaster General, and the replies to each.

The company have 19 locomotives, 10 first-class and 4 second class passenger, 4 mail and baggage, 140 box, 38 coal, 25 platform, 1 pay, 1 wrecking and 6 stock cars.

The general condition of the company on the 30th of June, 1869, was as follows:

Capital stock.....	\$1,290,067 25
State scrip.....	29,929 00
State loan—old.....	1,087,000 00
" new.....	430,277 50
Company bonds—old.....	640,000 00
" new.....	186,400 00
Endorsed bonds.....	115,000 00
Coupons company bonds.....	7,050 00
" endorsed.....	5,700 00
Bills payable.....	1,812 49
United States income tax.....	1,454 40
Pay rolls.....	16,236 40
Due to agents.....	324 46
" other roads.....	19,773 18
" individuals.....	1,420 84
Interest due 1st July on company and endorsed bonds.....	26,712 00
	\$3,759,157 52
One State bond.....	\$1,000 00
One endorsed bond.....	1,000 00
Four State coupons.....	120 00
Telegraph stock.....	750 00
Express company stock.....	5,000 00
Post Office Department.....	8,072 97
U. S. transportation account.....	90,184 87
Southern Express Company.....	704 06
Holston Salt and Plaster Co.....	1,184 00
Due from agents.....	2,953 00
" other roads.....	31,843 87
Funds on hand to pay interest, purchase iron, rails, &c.....	94,222 68
Funds in Augusta, Ga., to pay inter't.....	3,145 96
Cash.....	23,261 68
Road and fixtures.....	3,495,764 34
	\$3,759,157 52

President.—THOMAS H. CALAWAY.

Directors.—Thomas H. Calaway, Joseph Jaques, C. M. McGhee, R. T. Wilson, Robert Sneed, Daniel Heiskell, William Heiskell, A. G. Jackson, E. W. Cole.

Superintendent.—R. C. JACKSON.

Treasurer.—R. M. FISHER.

Pennsylvania and New York Railroad:

By the recent completion of the Pennsylvania and New York Railroad, which is an extension of the Lehigh Valley Railroad from Wilkesbarre to the New York State line, a new route has been opened into Northern Pennsylvania, interior New York, Buffalo, Niagara Falls and the great West, by the way of the North Pennsylvania, Lehigh Valley and Erie Railways. Passengers taking the North Pennsylvania Express Train at 7.45 A. M. reach Waverly the same evening, and can either lay over at Waverly and have choice of several Erie express trains the next day, or go directly on to any point with which the Erie Railway has connections. This route, in carrying out the first conception of the originators of the North Pennsylvania Railroad, passes through a region new to the majority of Philadelphia tourists, abounding in beautiful scenery and thriving towns; and being almost an air-line between its termini, offers to both business and pleasure-travel, speed, comfort and enjoyment. We learn that the volume of passenger and freight traffic that has offered since the opening of the line is such as to warrant the belief that it will be a favorite route for both business and pleasure.—*Phila. Press.*

Permanent Way.

We have several times referred to this important question, and it is gratifying to learn that men of practical minds are discussing the matter with much interest and a good degree of energy.

Up to the present time, however, the arguments and controversy seems to be in relation to rails, ties, subrails, balancing the ties with gravel, &c., &c. Occasionally the modes of fastening the rails to the ties is referred to, but only to condemn the common nail spike, without recommending anything better as a substitute.

It is our purpose at this time to treat upon this subject as, in our judgment, one which forms a vital link in successful railroading; and also a branch of the question of no less interest to the traveling public than to the managers and stockholders of railway companies.

It is a notorious fact that human life is held in less esteem in America than in any other civilized country. Men in all public places seem only to count cost, estimate profits, and count dollars, regardless of human comfort or the lives of their fellowmen; while in Europe, especially in England, safety to life is the first concern, and second the preservation of property entrusted to their care. No expense is spared to make their railroads secure and reliable. It may be that in England there are advantages favoring the railroad interest which cannot be so fully enjoyed in this country. The soil generally may be better adapted to solid, permanent road bed; and it doubtless is a fact that the mild climate favors them in the Winter. These may be advantages which cannot be had in the Northern States of this country; but this makes it the more important that great care should be taken in the construction of our railroads.

There is another disadvantage under which we labor, which seems to be the prolific source of nearly all poor railways, and consequently a large share of accidents on our roads, destruction of life, and loss of property. We refer to the want of sufficient cash capital to use when our roads are being constructed. A large proportion of our roads are burthened with debt from the start, hence economy becomes the necessity, and cheapness the watchword. It is no uncommon occur-

rence to hear the officers of a new railroad remark that "We will get the road in operation, and build it afterwards," meaning that they will do as little to the structure as possible till it begins to earn something, and then perhaps they can borrow money on the property to improve it. They leave out of sight the fact that the damage to property and loss of life, by the frequent accidents on a rickety road, will make the money they may borrow cost a fearful rate of interest.

It is a fact that cannot be disguised that a large majority of the accidents occurring on our railroads is directly caused by loose and broken rails, proving that they are not properly fastened to the ties. It is also a fact that these accidents are more frequent in the Winter than in Summer. The cause of this is charged to broken rails, and the breaking of the rails is said to be caused by the frosty weather. If the rails are alike, and all well fastened, why don't they all break since they are alike exposed. Obviously they are not properly fastened to the ties.

Perhaps there is not a road bed to be found where the ground over which it passes is solid and dry alike. There are alternate hard and soft spots, and wet and dry places, so that it is next to impossible that the ties should all have the same bearing, or the same dry foundations. In warm weather, by constant watching, the soft and wet spots may be found, and the ties may be kept tolerably level and fair on the top by a system of tamping with gravel; but when the weather is cold, and when the ground is covered with snow, it is impossible to detect these treacherous spots. Therefore the passing heavy trains of cars forms a weight, the rail forms a succession of levers, the ties forming the fulcrum to lift on the bearings beyond; add to this the constant jar that is caused by the frequent passing of trains, and it will be seen that the soft spots in the road bed will yield to the pressure. In this operation the strain upon the spikes, or fastenings, becomes very great. On all soft or yielding spots, while there is no frost in the ground and the spike or fastening continues to hold, the spring of the rail may bring the tie up to a level, and thus preserve the side pressure of the track; but experience proves that the common spike will not hold, but becomes loosened with the first lifting or upward strain upon it, and the tie will sink down from the rail thus being rendered unserviceable.

When the weather is cold the ties thus depressed freeze fast, and the alternate ties (as is often the case,) being upon solid ground, it will be seen that they form a fulcrum over which the heavy engine passing with such force that the rail breaks directly over the sunken tie. By the sinking of the tie the spike has been rendered useless, therefore the broken rail spreads, and the whole train is thrown from the track, often resulting in fearful loss of life and destruction of property. Can such accidents be attributed to any cause but worthless or insecure fastenings.

The quality of railroad spikes, or the best mode of fastening rails to ties has received much attention in Europe; while in America it seems to have been passed by as a matter of small importance.

In an article lately published in the London *Engineering*, the fastenings for rails has the following reference:

If I wish to fasten a piece of iron to a board, and do so by driving blunt ended nails into the timber, I find that a small force is sufficient to separate them; but if instead of nails, I use wood screws for the purpose, I find it impossible to separate the iron only by tearing away the wood that surrounds the screw. *Now the ordinary spike is nothing but a large blunt ended nail, and consequently most unfitting for the purpose it is applied to. On lines of even light traffic, when driven into new timber, it may be seen by the close observer to have given way within a few days of its being used.*

There are other reasons against the use of the spike, one I will mention; it often happens that from carelessness, or from the tendency many men have of slighting their work, that the spike is driven without first boring the timber, and this results in either splitting the sleeper or knocking a piece out of the bottom of it. In the first place, the sleeper is useless; in the second, it is greatly damaged.

The devices for fastening rails to ties have been numerous; and it is a remarkable fact that inventors (and not practical railroad men,) have done all that has been accomplished in this line. The common nail spike seems to have been in use from the commencement of the railroad era; but as it has always been considered most unfit for the purpose, there seems long to have been some effort made to produce a substitute. The only points which recommend this spike are, first, its cheapness, and second, the simple easy way of putting them down, but it is chiefly the low price. The square spike *twisted* was tried and found valueless. The barbed spike was once used to some extent, but lacerated the wood to such an extent that it proved to be a very poor affair, and was therefore abandoned. The split end spike, with the points of the prongs beveled, was thought to be an improvement, but on trial it was found that it would vary very much in its operation according to the kind of timber used for ties, by which means it was unreliable, and its use abandoned.

The corrugated spike was found to have no holding power beyond that of the common nail, therefore it is not used.

The spike with a notch or stop near the point was tried, and failed because it breaks the grain of the wood badly, thereby becoming loosened.

The spike with a single spiral thread, intended to drive, has been invented, but not used; it would be difficult to make, and it seems to present no advantages over the twisted spike which has been discarded.

A spike with three spiral threads has been invented, but we cannot learn that any have been made.

A spike with a screw thread on two round sides, and two plain flat sides, has been invented; it is intended to be driven nearly down, and then fastened by giving it a half turn, when the screw part would gripe the wood. None of these have yet been introduced. We see no advantage in this spike, as it also would badly crush the wood while being forced in, and the half turn given to it would loosen the point thereby destroy its holding power.

A wooden treenail was at one time used in England, but soon abandoned for want of strength and substance to be serviceable.

A spike with a beveled point, with a jog on the backside designed to clench in the wood, and then be fastened with a key, has been invented, but none have been made.

A spike with a chamfered point, intended to clench in the wood, was tried and found a failure.

A round blunt end spike, designed to be driven into the tie by first boring for it, has been largely used in England, but discarded on account of the tendency of workmen to put them down badly.

The fang bold, commonly called a screw bold, has been extensively used in England. The operator, to use them, is obliged make an opening under the tie in order to adjust the nut; it has been discovered that this work is often slighted (or scamped as the English call it), that the nuts often work loose and come off, besides being very expensive, they are becoming very unpopular.

A concave sided spike has been invented, but we are unable to learn what advantage the inventor claims for it.

In 1864, a gentleman by the name of MONTICANI invented what he termed the *Double Hook Headed Screw Spike*. He placed it before some of the prominent railroad Presidents and scientific men of this country; and while they thought it possessed considerable merit, they seemed unwilling to aid or encourage its introduction—the chief points of objection raised being first the difficulty of putting the screws into the ties, and second their high cost. These difficulties seemed to form a barrier to the use of these screws. Two years later, this screw was brought to the notice of several capitalists in this city, who took a more practical common sense view of it, and believing they saw such qualities in it as would recommend itself to the public, if not to railway managers, they concluded to form a stock company with a view to manufacture and introduce these screws to the railroad companies. Machinery was prepared, and a factory built. When the screws were put upon the market the objections before named were urged with great energy against them. On another page of this week's issue may be seen a cut of this screw, also a double handed tie boring machine, with description of the mode of putting the screws down. If this machinery will do all that is claimed for it (and it seems very simple), namely, to prepare the ties in a mill by machinery, with the screws in, ready to receive the rails, the ties being ready gauged, then the first objection to the use of the screw spike is entirely removed; and it may safely be said that railroad track can be laid more accurately and much more rapidly in this way than it possibly can be with the common spikes.

The second objection, viz., *the price, should have no weight at all.* The only question should be are they safe, will they afford any new security to the lives of railroad passengers, and will they add anything to the safe transit of property? The carelessness of men generally who are employed on public works is very remarkable. Railroad employees, especially become very reckless of danger; they seem to have but slight hold on their positions, therefore they seem unwilling to take the trouble to make any improvements, particularly if any trouble is likely to be attached to the effort.

Others, again, seem very afraid that they may

make some mis-step which may cause them the loss of their situation. On these accounts the subordinate railroad officers are slow to act, and the leading officers seem to be so full of business that they cannot find time to attend to any new matter.

This question naturally presents itself to our mind in this form: Suppose this Double Hook Headed Screw Spike had been in use from the time the first railroad track had been put down to the present; it was known to be expensive and difficult to put down, and yet it performed its work perfectly; and then suppose that in order to save trouble and expense some one should introduce the nail spike—it was shown to have no holding power, would give no security, it has nothing but ease of use and cheapness to recommend it—can any one imagine that its use would be tolerated either by railroad officers or the public? We think not.

We are informed that these screws are now in use to more or less extent on more than fifty different railroads, and that in every case they have performed all that is claimed for them.

The New York and Oswego Midland Railroad Company have laid their entire track from Oswego to Sidney a distance of one hundred and fifty miles, and have used these screws to fasten the rails to the ties. Competent judges pronounce this to be the best track yet put down in this country.

In concluding to use these screws, the President shrewdly argued that in his opinion the safety of life and property on the railroads of this country was beginning to occupy a large and growing place in the public mind, and in cases where competition was any way active that the road offering the best assurance of security would have greatly the advantage, therefore he wisely concluded to use none but the best and most approved materials—hence the use of the screw spikes with so much satisfaction.

The inventor of this screw claims that its holding power is five tons, and the lateral strain will bear three tons. That these screws will hold the tie so firmly to the rail that the track forms an easy connected spring. That in ordinary dry soil the spring of the rail will keep the ties up so near the level that the sand and gravel will work under them and cause them at all times to have a firm bearing with very little attention from the road masters; and in cold weather, the ties being held firmly to the rail, they cannot freeze down unevenly, but in soft spots, the tie being lifted up by the spring of the rail, the ground and water will freeze under the tie, and this way form a solid bearing—all of which seems to keep the track level, and prevent the breaking of rails.

The inventor still further claims that these screws will not damage the ties when they are inserted, and by this means the ties will last much longer than when used with the common spike. The inventor claims that a track put down with these screws will be kept in repair at much less expense than any heretofore has been.

In conclusion we will say, whether this screw has all the merit claimed for it or not, it is but well and proper for the managers of railway companies to give it a fair trial; and then if it will do all that is claimed for it it is safe to assume that it will be universally adopted.

HENRY YOUNG, President.

AGENCY OF

G. B. HUBBELL, Secretary.

THE UNITED STATES RAILROAD SCREW SPIKE CO.,

NO. 45 CLIFF STREET, N. Y.

WORKS AT OSSINING, WESTCHESTER COUNTY, N. Y.

To all persons engaged in the construction and management of railroads.

We respectfully call your attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country and in every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike.

First. They are made of the best refined iron, the thread being forged (not cut,) refines and toughens them.

Second. The holding power of each SCREW is from four to five tons, and the side pressure, three to four tons.

In three years' experience no SCREW has moved from its place and the rails in every case have been held as firmly to the ties as when first put down. By its use therefore the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button,) when the rail will be held firmly as before. The ties will thus be saved from the injury the splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW therefore the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia and Reading, Hudson River, Philadelphia, Wilmington and Baltimore, New York and New Haven, Chicago and Rock Island, Fond du Lac and Sheboygan, Albany Bridge Company, Quincy Bridge Company. During the year 1869 The New York and Oswego Midland Railroad Company has used more than four hundred Tons of our Screws. We are now prepared to manufacture these SCREWS in any quantity desired.

We call particular attention to the following mode of putting down our Screw Spikes:

Figure 1.—Represents a double handed Machine for boring and gauging Railroad Ties which is done with one operation. The Machine is placed upon the Tie, is easily worked by two men, and bores four holes at once, it may also be used by Steam or Water power and in this way the holes for the Screw Spikes are bored very rapidly.

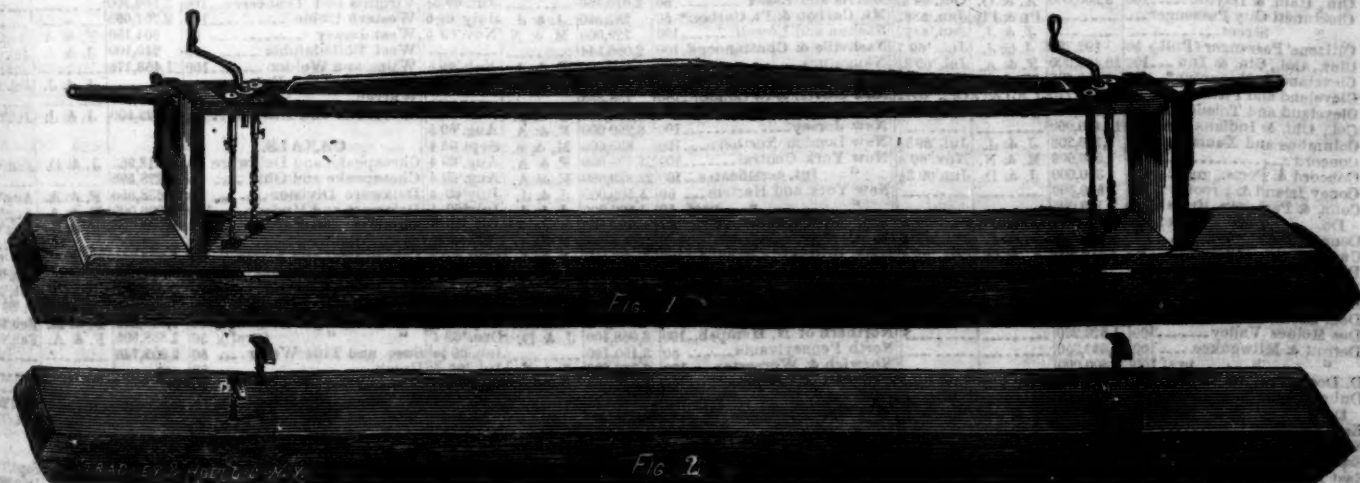


Figure 2.—Represents a Tie with the Screw Spikes set in it, preparatory to placing the same on the road bed. The Screws may be put in the Tie by hand, in the woods, in a Mill, or any other place where a large number of Ties are collected. The Screws will be set to the proper gauge for the track and may be so nearly screwed down that it will only be necessary, after the Ties are properly distributed on the Road Bed to drop the Rail in its place and give the Screw a quarter turn, or at most three-quarter turn when the Rail will be firmly fastened to the Tie. The Screws may be turned into the ties with an upright Power Drill such as is used in any machine shop, or, two such machines could be so placed that one could bore the holes while the other was turning in the Screw; such machines can also be so arranged to bore two holes and turn in two Screws at the same time, the Tie can be moved along on a carriage or endless apron.

It will readily be seen that the work of preparing the Ties with the Screws in, may be done under cover, in cold or stormy weather at a time when no work can be done on the Railroad. With Ties thus prepared the Track can be laid in much less time than it can be with common Spikes, thus giving additional proof of the great value of the SCREW SPIKE.

We are now prepared to furnish the double handed Tie boring Machines and hope by and bye, to be able to publish cuts of improved Screw driving Machines. We also furnish other Tools for putting down the Screws which are used for repairing or replacing Ties.

For further particulars, address.

G. B. HUBBELL, Secretary, 45 CLIFF STREET, N. Y.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. & J. & O.	Oct. '99 5	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Jun. '99 3
American Central...100	800,000	J. & J.	Jul. '99 8	Hanibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '99 8
Atlanta and West Point...100	1,232,200	J. & J.	July '99 4	Do. do. pref...100	6,248,800			Raleigh and Gaston...100	2,400,000	A. & O.	Oct. '99 4
Atlantic & N. Carolina...100	6,845,222			Hanover Branch, Pa...50	116,850	M. & N.	Nov. '99 5	Rensselaer and Saratoga...100	2,000,000		
Atlantic & Gt. Western...50	25,879,222			Housatonic...100	820,000	J. & J.	Oct. '99 4	Richmond and Danville...100	847,100		
Do. pref...50	1,919,000			Hudson River...100	1,180,000	J. & J.	Oct. '99 4	Richmond and Petersburg...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '99 2	Huntingdon & B'd Top...50	494,390	A. & O.	Oct. '99 4	Rich. Fred. and Potomac...100	85,400		
Augusta and Savannah...100	733,700	J. & J.	Jul. '99 3	Do. pref...50	190,750	J. & J.	Jun. '99 3	Rockport...100	2,400,000	J. & J.	Nov. '99 2
Baltimore and Ohio...100	10,151,962	A. & O.	Oct. '99 4	Illinois Central...100	23,415,780	F. & A.	Aug. '99 5	Rome, Watert. and Ogdub...100	2,000,000	F. & A.	July '99 3
Do. Washington Br...100	2,360,000	F. & A.	Oct. '99 5	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Jan. '99 5	Rutland preferred...100	2,300,000	Annual	June '99 1
Baltimore City Passenger...100	670,000	F. & A.	Aug. '99 2	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Oct. '99 11	St. L., Alt. and T. Haute...100	2,040,000		
Bay de Noquet & Marq...100	1,260,000	F. & A.	Apr. '99 3	Joliet and Chicago...100	1,600,000	J. & J.	July '99 4	St. L., Jack'nv. and Chic...100	1,469,429		
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '99 3	Joliet and Chicago...100	1,600,000	F. & A.	Aug. '99 4	Sandusky and Cincinnati...100	2,089,000	M. & N.	Nov. '99 3
Belvidere Delaware...100	996,260	J. & J.	Oct. '99 11	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '99 4	Sand, Manaf. and Newark...100	901,241		
Berkshire...100	600,000	J. & J.	Jun. '99 2	Lackawanna & Bloomsb...100	1,380,000	J. & J.	Jan. '99 2	Savannah and Charleston...100	1,000,000		
Blossburg & Corning...50	250,000	A. & O.	Oct. '99 4	Leeds and Farmington...50	2,188,666	M. & N.	Nov. '99 3	Schuykill and Susqueh...50	1,289,150	J. & J.	Jan. '99 3
Boston and Albany...100	15,726,100	M. & N.	Nov. '99 3	Lehigh and Mahanoy...50	6,739,800	M. & N.	Oct. '99 2	Second and Third St. (Ph.)...50	203,787	J. & J.	Jan. '99 3
Boston and Chelsea...100	110,000	J. & J.	Jul. '99 3	Lehigh and Susquehanna...50	10,731,400	J. & J.	Oct. '99 2	Schuykill Valley...50	576,000	A. & O.	Oct. '99 4
Boston, Concord & Mont...100	459,400	J. & J.	Jul. '99 3	Lehigh Valley...50	614,946	J. & J.	Jan. '99 3	Seaboard and Roanoke...100	868,200	J. & J.	Oct. '99 2
Do. do. pref...100	1,340,400	J. & J.	Jul. '99 3	Lehigh Luzerne...100	344,960	J. & J.	Jan. '99 3	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '99 2
Boston and Lowell...100	1,591,500	J. & J.	Jul. '99 3	Lexington & Frankfort...100	614,946	J. & J.	Jan. '99 3	Shamokin V. and Pottsv...50	809,450	F. & A.	Feb. '99 3
Boston and Maine...100	4,076,974	J. & J.	Jul. '99 3	Little Miami...100	3,872,400	J. & D.	Jun. '99 3	Shore Line...100	636,200	J. & J.	Nov. '99 3
Boston and Providence...100	3,360,000	J. & J.	Jul. '99 3	L. M. & C. and X. Joint...100	1,804,397	J. & J.	Jul. '99 3	Sixth Avenue (N. Y.)...100	760,000	M. & N.	May '99 3
Broadway (South Boston)...100	400,000	J. & J.	Jun. '99 4	Little Schuylkill...100	2,646,100	J. & J.	Jul. '99 3	South Carolina...100	5,819,275		
Broadway & 7th Av. (N. Y.)...100	2,100,000	F. & A.	Aug. '99 3	Lomb. and South St. (Ph.)...25	90,000	F. & A.	Nov. '99 3	South Shore...100	250,685	J. & J.	Jul. '99 3
Brooklyn City...100	1,000,000	F. & A.	Aug. '99 3	Long Island...100	3,000,000	F. & A.	Nov. '99 3	South Western, Georgia...100	3,039,900	F. & A.	Aug. '99 3
Brooklyn City & New'n...100	899,800	M. & N.	Nov. '99 3	Long Branch & Sea Shore...50	95,194	J. & J.	Jan. '99 3	Staten Island...100	960,000	J. & J.	Jul. '99 4
Buffalo, Bradford & Pitts...100	1,100,000	F. & A.	Aug. '99 4	Louis, Cin. and Lex. pr...100	211,122	J. & J.	Jan. '99 3	Stony Brook...100	267,200	M. & N.	Nov. '99 3
Buff. New York & Erie...100	5,000,000	F. & A.	Aug. '99 4	Louisville and Frankfort...50	1,169,694	J. & J.	Feb. '99 4	Stonewall and Indiana...100	1,083,141		
Buffalo and Erie...100	737,800	F. & A.	Aug. '99 5	Louisville and Nashville...100	7,862,186	F. & A.	Feb. '99 4	Stockbridge & Pittsfield...100	448,700		
Cambridge Horse (Boston)...100	5,000,000	J. & J.	Jul. '99 3	Louisville and Nashville...100	2,800,000	A. & O.	Oct. '99 3	Summit Branch...50	250,000	F. & A.	Aug. '99 3
Camden and Amboy...100	600,000	J. & J.	Jul. '99 3	Lowell and Lawrence...100	200,000	J. & J.	Jun. '99 2	Syr. Bingham. and N. Y...100	1,314,130	J. & J.	Jul. '99 4
Camden and Atlantic pref...50	800,000	J. & J.	Jul. '99 3	Macon and Western...100	2,000,000	M. & N.	Nov. '99 3	Taunton Branch...100	250,000	J. & J.	Jul. '99 4
Camden & Burlington Co...100	321,928	J. & J.	Jul. '99 3	Mahony & B'd Mount'n...50	1,676,916	M. & N.	Nov. '99 3	Tennessee and Alabama...100	596,925	J. & J.	Jul. '99 4
Cit & Cod...50	731,928	J. & J.	Jul. '99 3	Maine Central...100	1,611,500	M. & N.	Nov. '99 3	Torre Haute and Indiana...100	1,983,150	J. & J.	Jul. '99 4
Cape May and Millville...50	1,150,000	M. & N.	Nov. '99 3	Manchester & Lawrence...100	1,000,000	M. & S.	Sep. '99 3	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jul. '99 4
Catawissa...50	2,800,000	J. & J.	Jul. '99 4	Marietta & Cincinnati...50	3,029,778	M. & S.	Sep. '99 3	Thirteenth and Fif. (Ph.)...50	2,700,000	J. & J.	Jul. '99 4
Catawissa & Susquehanna...50	899,110	M. & N.	Nov. '99 3	Do. pref...50	8,130,719	M. & S.	Sep. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cedar Rapids & Mo. pref...100	755,000	J. & J.	Jul. '99 3	Do. 2d pref...50	4,460,308	M. & S.	Sep. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Central of Georgia...100	4,686,300	J. & J.	Jul. '99 3	Do. 3d pref...50	6,312,725	M. & S.	Mar. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Central of New Jersey...100	15,000,000	J. & J.	Jul. '99 3	Do. 4th pref...50	570,800	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Central Ohio...100	2,600,000	J. & J.	Jul. '99 3	Do. 5th pref...50	1,150,000	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. pref...100	400,000	J. & J.	Jul. '99 3	Do. 6th pref...50	1,157,348	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cen. Park. N. & E. River...100	870,000	J. & J.	Jul. '99 3	Do. 7th pref...50	400,000	A. & O.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chemung...100	2,017,825	J. & J.	Jul. '99 3	Do. 8th pref...50	322,375	F. & A.	Aug. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cheshire, preferred...100	5,141,838	M. & S.	Sep. '99 3	Do. 9th pref...50	406,020	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago and Alton...100	2,425,400	M. & S.	Sep. '99 3	Do. 10th pref...50	7,151,069	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. pref...100	13,525,025	J. & J.	Jul. '99 3	Do. 11th pref...50	5,188,272	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago, Burl. & Quincy...50	1,200,000	J. & J.	Jul. '99 3	Do. 12th pref...50	5,776,400	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago, Iowa & Nebraska...100	2,277,000	J. & J.	Jul. '99 3	Do. 13th pref...50	7,024,400	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago and Milwaukee...100	14,590,162	J. & J.	Jul. '99 3	Do. 14th pref...50	1,644,104	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago & N. Western...100	15,159,097	A. & O.	Oct. '99 3	Do. 15th pref...50	3,616,350	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct. '99 3	Do. 16th pref...50	2,823,250	J. & J.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Oct. '99 3	Do. 17th pref...50	720,000	M. & N.	Nov. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cincinnati City Passenger...100	1,300,000	J. & J.	Jul. '99 3	Do. 18th pref...50	2,066,644	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. Street...100	1,300,000	J. & J.	Jul. '99 3	Do. 19th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Citizens' Passenger (Phil.)...100	1,300,000	J. & J.	Jul. '99 3	Do. 20th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Clev. Col. Cin. & Ind...100	10,460,000	M. & N.	Nov. '99 3	Do. 21st pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cleveland & Mahoning...50	2,956,490	M. & N.	Nov. '99 3	Do. 22nd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cleveland and Pittsburgh...100	5,000,000	J. & J.	Jul. '99 3	Do. 23rd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cleveland and Toledo...50	5,000,000	J. & J.	Jul. '99 3	Do. 24th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Col. Uhl. & Indiana Cen...100	11,430,000	J. & J.	Jul. '99 3	Do. 25th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Columbus and Xenia...50	1,785,300	J. & J.	Jul. '99 3	Do. 26th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Concord...50	1,000,000	M. & N.	Nov. '99 3	Do. 27th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Concord & Portl., guar...100	850,000	J. & J.	Jul. '99 3	Do. 28th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Coney Island & Brooklyn...100	600,000	J. & J.	Jul. '99 3	Do. 29th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Conn. & Passaic Rivers...100	1,300,000	J. & J.	Jul. '99 3	Do. 30th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. pref...100	1,300,000	J. & J.	Jul. '99 3	Do. 31st pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Connecticut River...100	1,300,000	J. & J.	Jul. '99 3	Do. 32nd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Cumberland Valley...50	1,316,900	A. & O.	Oct. '99 3	Do. 33rd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Danbury and New...100	400,000	J. & J.	Jul. '99 3	Do. 34th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Dayton and Michigan...100	2,890,046	J. & J.	Jul. '99 3	Do. 35th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Delaware...50	594,280	J. & J.	Jul. '99 3	Do. 36th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Del. Lackaw. & Western...100	15,286,020	J. & J.	Jul. '99 3	Do. 37th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Des Moines Valley...100	1,320,300	J. & J.	Jul. '99 3	Do. 38th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Detroit & Milwaukee...100	1,047,350	J. & J.	Jul. '99 3	Do. 39th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. pref...100	1,000,000	J. & J.	Jul. '99 3	Do. 40th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
D. Dock, E. B'dw. & Bat...100	1,200,000	F. & A.	Nov. '99 3	Do. 41st pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Dubuque and Sioux City...100	1,878,541	Annual	Jul. '99 3	Do. 42nd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Do. do. pref...100	1,987,551	J. & J.	Jul. '99 3	Do. 43rd pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
East Mahanoy...50	392,550	J. & J.	Jul. '99 3	Do. 44th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Eastern (Mass.)...100	2,883,300	J. & J.	Jul. '99 3	Do. 45th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		
Eastern (N. H.)...100	492,500	J. & J.	Jul. '99 3	Do. 46th pref...50	1,426,000	F. & A.	Jul. '99 3	Tol., Peoria and Warsaw...100	1,700,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	35,169	51,531	60,029	81,156	95,828	121,702	174,812	181,297	200,560	412,109	128,166	75,871	1,421,525
1868.....	64,463	80,937	81,396	96,481	106,835	164,729	259,590	251,832	202,770	29,422	296,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	453,048	566,270	546,080	632,657	511,854	600,788	622,000	.....	.....	.....
Chicago and Alton:													
1867.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1868.....	100,961	154,418	165,803	182,723	178,786	206,090	224,267	312,105	354,554	320,879	307,868	292,015	2,776,484
1869.....	280,808	275,283	299,063	258,480	322,273	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1870.....	222,153	225,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	390,223	323,080	271,247	3,095,153
1871.....	245,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,782	359,102	330,169	3,892,861
1872.....	275,111	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,190	503,746	499,609	361,701	4,508,043
1873.....	339,762	304,828	393,045	331,149	345,556	391,085	353,736	501,007	501,259	468,109	.....	.....	.....
Chicago, Rock Island and Pacific:													
1867.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	100,306	210,729	216,030	190,435	201,134	1,950,207
1868.....	158,735	175,482	243,150	185,013	198,079	243,178	224,980	307,874	375,860	324,866	336,017	321,037	3,095,470
1869.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1870.....	241,595	183,585	257,230	209,099	277,506	306,093	238,926	317,977	400,941	425,474	345,028	200,268	3,406,922
1871.....	292,047	224,021	272,454	268,309	297,625	276,081	297,513	444,024	566,403	599,549	442,275	377,055	4,358,014
1872.....	308,587	297,464	276,431	301,992	316,709	378,436	341,885	568,380	555,387	591,209	424,589	433,455	4,707,464
1873.....	351,767	319,441	646,789	362,900	419,100	508,000	440,300	480,900	679,000	581,000	.....	.....	.....
Chicago and Northwestern:													
1867.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,511,544
1868.....	275,876	317,539	390,355	421,363	460,830	555,145	480,710	519,308	669,608	729,759	716,378	665,400	6,114,568
1869.....	341,906	499,296	468,368	585,823	747,942	702,691	702,691	767,508	946,707	952,683	764,071	647,842	7,976,490
1870.....	523,566	396,917	523,745	587,519	588,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1871.....	686,147	674,864	765,596	774,279	896,712	893,658	888,214	1,063,236	1,445,942	1,541,057	1,211,530	879,900	11,682,737
1872.....	724,500	807,478	850,192	1,094,597	1,211,150	1,180,935	1,076,074	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,584,471
1873.....	892,092	830,286	1,142,166	1,112,190	1,205,444	1,268,284	1,167,156	1,032,814	1,321,189	1,414,231	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1867.....	242,205	226,160	240,590	238,435	193,950	203,096	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1868.....	204,112	180,840	220,522	247,661	241,456	239,405	238,307	341,753	320,025	295,615	.....	.....	.....
1869.....	1,185,746	987,938	1,070,917	1,158,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,906,413
1870.....	906,759	917,639	1,139,629	1,217,743	1,122,140	1,119,731	1,071,812	1,209,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1871.....	1,031,320	901,752	1,136,994	1,268,742	1,103,612	1,089,005	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	190,130	226,637	181,094	191,648	206,248	269,282	261,079	352,786	414,543	410,336	372,593	358,463	3,445,827
1868.....	299,944	271,085	275,043	289,224	334,687	407,992	343,929	511,305	475,576	490,433	437,079	424,531	4,671,028
1869.....	327,900	416,588	459,762	425,767	406,373	610,100	423,578	640,179	709,236	661,591	657,141	605,402	6,922,447
1870.....	571,536	528,972	616,065	616,008	460,573	617,682	578,403	747,469	739,736	641,589	645,887	618,088	7,181,209
1871.....	603,053	606,266	605,465	611,695	569,250	567,079	480,620	578,263	571,348	601,971	585,219	504,068	6,646,741
1872.....	647,120	624,871	417,071	440,271	477,027	516,493	626,242	709,327	738,530	823,901	727,810	613,329	7,180,992
1873.....	687,443	636,165	444,443	518,800	672,551	626,249	549,714	794,320	889,967	931,530	685,401	681,001	7,517,922
1874.....	681,656	558,783	711,559	595,355	665,047	740,949	661,794	790,322	916,021	894,904	.....	.....	.....
Marquette and Cincinnati:													
1867.....	90,411	85,447	84,351	81,181	96,888	103,373	98,043	106,921	104,866	113,504	112,952	123,602	1,201,399
1868.....	94,138	78,976	92,910	92,768	96,626	96,535	106,594	114,716	121,217	142,823	132,387	123,883	1,278,719
1869.....	92,433	81,599	98,482	108,461	95,415	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,006
1870.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,866	.....	.....	.....
Michigan Southern & Northern Indiana:													
1867.....	248,784	230,508	557,227	268,613	264,935	241,236	186,145	238,012	308,106	375,567	332,380	348,048	3,302,543
1868.....	256,000	330,446	338,454	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	411,806	4,120,162
1869.....	363,996	366,261	418,974	385,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,920,727
1870.....	312,846	277,234	412,715	413,970	413,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,050,529
1871.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,508
1872.....	362,021	338,335	378,735	452,429	399,300	385,117	305,502	437,600	621,826	543,886	436,399	437,503	4,991,113
1873.....	385,501	357,409	453,481	473,544	445,792	408,139	727,045	838,777	1,259,725	1,279,802	.....	.....	.....
Michigan Central:													
1867.....	220,150	159,658	151,902	175,606	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,034	2,650,702
1868.....	242,073	246,853	236,452	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,188	3,168,036
1869.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,479	3,970,946
1870.....	306,324	279,137	344,228	337,241	401,456	355,663	329,105	413,501	476,661	490,694	447,670	328,870	4,620,550
1871.....	282,439	265,796	337,158	343,737	365,196	335,085	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1872.....	304,095	283,681	375,210	362,783	333,952	294,977	313,021	368,993	464,778	506,296	412,934	336,273	4,871,078
1873.....	343,316	304,315	326,890	415,768	369,236	325,501	321,013	392,942	456,973	611,820	419,826	390,671	4,669,251
1874.....	384,120	320,636	386,527	411,514	406,646	366,623	329,950	353,569	473,546	490,772	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	399,356	305,412	350,565	751,738	1,101,771	775,616	438,323	5,683,003
1868.....	369,228	321,003	333,509	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,130	380,233	420,774	460,287	630,844	678,800	589,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1867.....	957,809	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,436,356	1,117,868	14,575,128
1868.....	1,086,300	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,430,929	1,530,518	1,211,108	985,857	14,143,216
1869.....	901,571	845,853	1,075,773	1,227,286	1,093,731	964,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1867.....	210,329	280,466	300,261	269,444	224,903	248,242	268,177	302,596	332,400	278,006	246,243	276,950	3,311,077
1868.....	259,129	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,519	3,793,005
1869.....	297,541	246,109	326,236	277,422	283,130	253,925	247,262	305,454	278,701	310,762	302,420	281,613	3,386,583
1870.....	242,768	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,519
1871.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,561	2,964,041
1872.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$815,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1896	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	85
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Central Branch Union Pacific:						
2d Mortgage (floating funded)		7	"	"	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
Androscoogin:							2d Mortgage Government's subsidy.	1,600,000	6	Jan. & July.	"	'96-'96	....
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	Central of New Jersey:						
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....	Central Ohio:						
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78 1/2
2d Mortgage (New York).....		7*	Jan. & July.	New York.	1881	....	Central Pacific of California:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	Jan. & July.	London.	1882	....	1st Mortgage (on 725 m.) free.....	24,371,000	6*	Jan. & July.	New York.	1895	92 1/2
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1895	111 1/2
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Convertible bonds.....	1,500,000	7*	"	"	1883	109 1/2
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	National Loan.....	24,371,000	6	"	"	1896	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage Consolidated.....	2,000,000	7	"	New York.	1898	....	Charlotte and South Carolina:						
Atlantic and St. Lawrence:							1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1890	62
Portland City Loan (skg fund) ..	1,500,000	6	Various.	R. & N. Y.	'68-'70	....	Cheraw and Darlington:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chesapeake and Ohio (Va. Cent.):						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage for \$10,000,000.....		8	Jan. & July.	New York.	1898	....
Baltimore and Ohio:							Cheshire:						
Loan of 1834.....	753,931	6*	J. A. J. & O.	Baltimore.	1867	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	90
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	93	Chester Valley:						
Loan of 1850.....	579,500	6	"	"	1880	93	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	92 1/2	Chicago and Alton:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Bay de Noquet and Marquette:							Chicago, Burlington and Quincy:						
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	107 1/2
Bellefontaine:							Trust Mortgage.....	150,000	8	"	"	1883	....
1st Mortgage (B. and Ind. R.R.)..	791,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage, convertible.....	941,000	4 1/2	July.	Frankfort.	1890	....
2d Mortgage.....	16,000	7	"	"	1870	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Bellefonte and Snow Shoe:							Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belvidere Delaware:							Chicago and Great Eastern:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Construction.....	400,000	7	April & Oct.	New York.	1895	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80	Income.....	300,000	7	"	"	1895	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage B. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898*	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee (45 m's):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.) ..	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Prof. sinking fund b'ds (193 m.)	1,349,500	7	Feb. & Aug.	New York.	1886	94
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	86
1st Mort. (Conc. to War. 71 m.)..	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	80
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	48	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1916	86 1/2
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	266,000	3	April & Oct.	"	1873	96 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,929,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1870	96	1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1888	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	1898	87
1st Mortgage.....	680,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	90 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1890	92
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1880	80
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	86	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	New Mortgage.....	282,000	7	"	"	1877	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,698	7	April & Oct.	New York.	1893	81 1/2	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
3d Convertible bonds.....	958,446	8	"	"	1880	97 1/2	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91 1/2	1st Mortgage.....	\$2,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	94 1/2
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	92	3d Mortgage.....	6,000,000	7	"	"	1883	86 1/2
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	79 1/2
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	"	1888	78 1/2
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds	186,400	7	Jan. & July.	"	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	90 1/2	Sterling Loan £800,000	4,844,444	6 1/2	March & Sept.	London.	1875	
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	"	1888		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.							New Mortgage.....	850,000	7	Jan. & July.	"	1893	
Consol. 1st Mortgage sfg fund.	15,000,000	7	April & Oct.	New York.	1908	74	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1862	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	69	1st Mortgage of 1854	740,000	7	May & Nov.	"	1869	
Income Bonds.....	1,243,000	7	"	"	1881		Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	"	1881	
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	"	Providence.	18—	
Consol. 2d Mortgage sfg fund.	5,000,000	7	Feb. & Aug.	"	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	"	Princeton.	18—	
1st Mortgage for \$500,000	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.							1st Mortgage.....	1,520,500	7	"	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87 1/2	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.	295,000	7	"	"	76-77		1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	90
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	96
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	88 1/2	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		1st Mortgage, guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (C.N.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5 1/2	Jan. & July.	London.	18—	
2d Mortgage.....	108,500	8	"	"	1904		2d Preference Bonds.....	7,355,986	5 1/2	"	"	18—	
Danbury and Norwalk:							3d Preference Bonds.....	3,414,094	4 1/2	"	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Bonds.....	28,592,860	4 1/2	"	"	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6 1/2	April & Oct.	"	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan £573,688	2,782,387	6 1/2	"	Ottawa.		
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Mortgage Bonds £615,200	2,983,720	6 1/2	"	London.	73-76	
3d Mortgage.....	700,000	7	April & Oct.	"	1888		Mortgage Bonds £547,000	2,662,950	6 1/2	"	"	77-78	
Dayton and Union:							Stock Debentures £46,700	226,500	6 1/2	"	"	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888	100
Income Bonds.....	252,448	6	"	"	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	"	"	1888	84
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	78 1/2
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89 1/2	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	"	"	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
State Loan.....	170,000	6	"	"	1876		Convertible bonds.....	800,000	7	Jan. & July.	"	1883	102
Extension Mortgage.....	100,000	6	"	"	1880		Eight per cent. Loan.....	800,000	8	"	"	18—	
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	"	"	1872	
1st Mort. (L. & W.) for \$800,000.	564,000	7	Jan. & July.	New York.	1871	98 1/2	Ten per cent. Loan.....	500,000	10	"	"	1860	
1st Mort. (East. Exp.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	96	1st Mort. (Guincy and Palmyra)	500,000	8	"	"	18—	
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	90	1st Mort. (Kan. City & Cameron)	1,200,000	10	"	"	18—	
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90 1/2
Income Bonds.....	462,000	7	Jan. & July.	"	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	"	"	1875		1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875		1st Mort. (Connecticut 93.04 m.)	1,074,500	7	"	Hartford.	1876	
2d Mortgage Funded Coupons.....	877,115	7	May & Nov.	"	1875		Hempfield:						
Bonds of June 30, 1886, (cons.)	1,611,639	6	"	"	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1870		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	"	"	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	"	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7 1/2	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (1st Division).....	800,000	7	Jan. & July.	New York.	1883	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	108
1st Mortgage (construction).....	600,000	7	"	"	1884		3d Mortgage.....	183,000	7	May & Nov.	"	1875	100
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Consol. Mortgage.....	887,045	7	April & Oct.	"	1896	85
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,955,000	7	April & Oct.	New York.	1875	117
East Pennsylvania:							Redemption.....	437,500	6	"	"	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption, sterling.....	2,560,500	6	"	"	1890	
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,087,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (1866).....	450,277	6	"	"	1898		Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Mortgage (new).....	136,400	7	"	"	1880		1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	"	1888	
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,500,000	6	Jan. & July.	New York.	1888		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (1868).....	900,000	6	"	"	1893		Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	"	"	18—		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		1st Mortgage (Hidora R. R.)	272,000	7	Jan. & July.	New York.	1888	
2d Mortgage, (convert. sterling).....	430,000	6	Jan. & July.	London.	1872		Jackson, Lansing and Saginaw:						
3d Mortgage, convertible.....	729,000	6	Feb. & Aug.	Boston.	1874	95	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	90 1/2
2d Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876		Jeffersonville (J. M. & I.):						
Bonds of 1868.....	500,000	6	March & Sept.	"	1880	90	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Edinburgh and Kentucky:							Jeffersonville, Madison & Indian.:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage.....	1,061,000	7	April & Oct.	New York.	1906	
Elmira and Williamsport:							Joliet and Chicago:						
1st Mortgage.....	1,060,000	7	Jan. & July.	Philadelphia.	1880	88	1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1888	
Income Bonds.....	870,000	6	April & Oct.	"	1872	90	Joliet and Northern Indiana:						
European and North American:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	
1st Mortgage (Gauger to Wagon)	1,000,000	6 1/2	Jan. & July.	London.	1888								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1886	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,000,000	6	Jan. & July.	New York.	1881	52
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	Mobile.	1867	19
Kokuk and St. Paul:							Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Interest bonds.....	697,900	6	"	Mobile.	1882	33
Knoxville and Charleston:							Montgomery and Eufala:						
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Knoxville and Kentucky:							Montgomery and West Point:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	305,900	8	"	"	1876	....
Lackawanna and Bloomsburg:							Mortgage Bonds.....	719,500	8	"	"	1881	82
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Morris and Essex:						
2d Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	96
3d Mortgage.....	500,000	7	April & Oct.	"	1880	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	02
4d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	Nashville and Chattanooga:						
Lake Erie and Louisville:							1st Mortgage, endorsed by Tenn.	1,509,000	6	Jan. & July.	New York.	1890	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. State Loan.....	150,000	6	"	"	1892	....
Lawrence:							Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
1st Mortgage.....	380,000	7	"	Pittsburg.	1886	....	Nashville and Decatur:						
Lehigh and Lackawanna:							Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-92	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	86	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
Lehigh Valley:							2d Mortgage.....	500,000	6	"	New York.	1887	....
1st Mort. (exchangeable for new)	1,282,000	6	May & Nov.	Philadelphia.	1873	95	Nashville and Northwestern:						
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	95	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	1888-94	....
1st Mortgage (Haxleton).....	149,500	6	Jan. & July.	"	1878	....	2d Mortgage.....	792,050	6	"	"	1871-83	....
Little Miami:							Naugatuck:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Newark and New York:						
Little Schuylkill:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	90	Newburg & New York (Oct. 1, '88):						
Long Island:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98	New Bedford and Taunton:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	New Brunswick and Canada:						
Louisville, Cincln. and Lexington:							1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	Newcastle and Beaver Valley:						
Louisville and Frankfort:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Darby:						
Louisville and Nashville:							1st Mortgage.....	300,000	7	May & Nov.	New York.	1886	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	1869-77	98	New Haven and Northampton:						
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	1870-75	96	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	1870	....	1st Mortgage.....	200,000	6	April & Oct.	"	1874	....
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	"	1880-85	92	1st Mort. (Hamps. & Hampd.)..						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	1875-87	93
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	New London (Northern):						
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Consolid. 1st mort. for \$8,000,000		7	"	"	1898	90	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville, N. Albany & Chicago.							New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Jackson & Gt. North:						
Macon and Brunswick:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	75
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	2d Mortgage for \$1,500,000.....	1,167,000	8	April & Oct.	"	1890	70
Mahogany and Broad Mountain:							N. Orleans, Opelousas & Gt. Wtn:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	1st Mort. construction (80 m.)...	1,842,000	8	April & Oct.	New York.	1889	46
Maine Central:							2d Mort. (P.) for \$1,000,000 (80m.)		8	Jan. & July.	"	1887	....
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	1900-01	....	New York Central:						
\$600,000 Loan.....	307,700	6	June & Dec.	"	1900-01	....	Premium, Sinking Fund Bonds.	5,944,689	6	May & Nov.	New York.	1883	80
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	99
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for B. & N. Falls R.R. Co.	70,000	6	May & Nov.	"	1883	....
Marquette and Cincinnati:							Bonds for railroad stocks.....	592,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87	Bonds for real estate.....	162,000	6	"	"	1883	85
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Bonds and mortgages.....	58,215	7	various.	"	var.	....
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	66	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	130
Soto and Hocking Valley.....	300,000	7	"	"	1896	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90
Memphis and Charleston:							New York and Flushing:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1890	85	New York and Harlem:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	96
Memphis and Little Rock:							Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1863	....
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York and New Haven:						
Mortgage (road and land).....	1,300,000	6	May & Nov.	"	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	94
Ark State Loan.....	900,000	7	Jan. & July.	"	1897	....	Extension Bonds.....	250,000	6	Feb. & Aug.	New York.	1873-78	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	72
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	303,000	8	"	"	1877	80
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113	2d Mortgage for \$300,000.....	48,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	121	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	"	"	1869	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	95	North Missouri:						
2d Mortgage.....	2,693,000	7	"	"	1877	89	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	84
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	2d Mortgage of 1865.....	4,000,000	7	April & Oct.	"	1888	....
Wiffin and Centre County:							North Pennsylvania:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	87
Waukegan & Chicago, (40 miles):							Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	106
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	276,500	7	— & —	"	18—	84
3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898	....	North Shore, L. I.:						
Waukegan and St. Paul:							1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1868	80	Northern Central:						
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	85
3d Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	100	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	85
4d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	90	3d Mortgage, Sinking Fund....	1,228,000	6	April & Oct.	"	1900	82
1st Mort. (Iowa and Minn. Div.)	6,786,000	7	Jan. & July.	"	1897	86	Consol. Mort. for \$6,000,000...	952,000	6*	Jan. & July.	"	1900	101
Windsor Central:							Northern New Hampshire:						
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	72	Company Bonds of 1864.....	130,000	6	April & Oct.	Boston.	1874	....
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	40	Northern New Jersey:						
Tenn. State Loan.....	1,278,980	6	Jan. & July.	"	1892	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
Windsor and Tennessee:							North Western Virginia:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
2d Mortgage for \$1,200,000.....	839,000	8	Jan. & July.	"	1890	....	3d Mortgage (B. & O. R. R. Co.)	185,000	6	"	"	1886	79
Tennessee State Loan.....	417,800	6	"	"	1892	....						
Windsor and Grand:													
1st Mortgage Bonds.....	417,800	7	Jan. & July.	New York.	1877	111							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1833	....
New Loan for \$300,000.....		8			1887	....	Consolidated Bonds.....	300,000	6	"	"	1896	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund.	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	90
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	46,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	100	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	90
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	550,000	7	"	"	1874	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,662,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,420	7	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	90
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds....	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897	....	Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	....	1st Mortgage.....	525,000	10*	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	93	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	82	Baritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	70	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	73	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1894	....
1st Mort. guar. by R. W. & O....	500,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	92	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	92	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	94
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rich, Fredericksburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7*	Feb. & Aug.	"	1875	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Patterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	100,000	7	"	"	1877	....	Richmond and York River:						
Peninsula (O. & N. W.):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
1st Mort. { Harriab. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	94	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
2d Mort. { " " " }	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property.....	6,232,755	6	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	5,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,097,000	7	"	"	18—	90	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
Pennscola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
Perkinston:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	"	18—	....	2d Mortgage (" ").....	500,000	7	"	"	1882	....
Perrin Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	"	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	90
Philadelphia and Baltimore Cent.							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	70
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	75
1st Mortgage (General).....	5,000,000	6	"	"	1881	84	St. Louis and Iron Mountain.						
2d Mortgage.....	4,000,000	7	"	"	1901	84	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	81
2d Mortgage for \$2,000,000....	600,000	7	Jan. & July.	"	1885	....	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	87
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1896	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	8	April & Oct.	Philadelphia.	1870	100	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
Bonds of 1851.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1850-43-44-48 and 49..	2,497,500	6	"	"	1880	90	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	97	2d Mortgage, S. F., guaranteed.	2,000,000	7	"	"	18—	....
Bonds of 1856, Sterling.....	182,400	6*	"	"	1880	....	St. Paul and Chicago:						
Bonds of 1858, Sterling, conv.....	288,000	7*	"	"	'72-'77	1st Mort. S. F. guar. for \$4,000,000	8	J. A. J. & O.	New York.	1900	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	&	New York.	1886		Consolidated Mort.—1st class..	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
2d Mortgage.....	71,000	7	&	"	1870		" " 2d class..	850,000	6	" " "	"	1890	....
Seima and Meridian:							" " 3d class..	164,000	7	Jan. & Jul.	"	1890	....
1st Mortgage.....	79,875		&	"			" " 4th class..	1,263,000	7	" " "	"	1890	....
2d Mortgage.....	52,000		&	"			Virginia and Tennessee:						
3d Mortgage.....	665,000		&	"			1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Seima, Rome and Dalton:							2d Mortgage.....	23,500	6	" " "	"	1868	64
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872		3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	66
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1884		Income Bonds.....	135,500	6	" " "	"	1865	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887		Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Sheboygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" " "	"	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	502,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000.....	985,500	6	Jan. & July.	"	1896	....
Sterling Bonds \$59,031.....	292,366	5*	" " "	Charleston.	'71-'85	....	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	" " "	"	'73-'74	....	Sterling Loans, \$899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	97
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. (\$16,000 p.m.) endorsed	.....	8	&	New York.	1889	....	2d Mort. for \$500,000, end. by B.	300,000	6	" " "	"	1890	91
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	70
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1'87	....	Western Union:						
2d Mort., guar. by Petersburg...	300,000	6	" " "	Petersburg.	'70-'75	62	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)...	175,000	6	" " "	"	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	.....	8	" " "	New York.	'84-'90	....	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
South Western:							1st Mortgage, guaranteed.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	N. Car. State Loan.....	.....	8	" " "	"	1897	75
South West Pacific:							1st Mortgage guar. by State:	.....	.....	.....	.....	.....	.....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Wilmington and Manchester:						
Southern Minnesota:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
Springfield and Columbus:							2d Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Staten Island:							Wilmington and Weldon:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Sterling Mountain:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	350,000	7	&	New York.	1874	....	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	91
Sullivan:							York and Cumberland (N. Cent.):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
Syracuse, Binghamton and N. Y.:							3d Mortgage.....	500,000	6	" " "	"	1877	....
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	CANAL BONDS.						
Summit Branch:							Chesapeake and Delaware:						
1st Mortgage.....	528,000	6	&	Philadelphia.	18—	....	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Sussex:							Chesapeake and Ohio:						
1st Mortgage.....	200,000	6	&	New York.	18—	....	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Tioga:							Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Toledo, Peoria and Warsaw:							Delaware Division:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	82	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	79	Delaware and Hudson:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Toledo, Wabash and Western:							1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	88	Delaware and Raritan (See Camden and						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	....	Eric of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	81	1st Mortgage.....	678,798	7	Jan. & July.	Philadelphia.	1865	....
2d Mort. (Wab. & West. 167 m.)...	1,500,000	7	" " "	"	1871	....	Interest Bonds.....	161,960	7	" " "	"	18—	....
Equip'm't Bonds (T. & W. 75m.)...	600,000	7	" " "	"	1883	75	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T. W. & W. 499 m.)...	2,332,000	7	F. M. A. & N.	"	1907	88	Ill. State bonds, sterling, reg....	500,967	6*	" " "	"	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Loan.....	284,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	2d Loan.....	5,606,122	6	" " "	"	1884	80
Troy Union:							3d Loan.....	2,000,000	6	" " "	"	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	96
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	Convertible Loan.....	1,201,850	6	" " "	"	1877	80
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	26,638,000	6*	Jan. & July.	New York.	'95-'99	80	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy).....	26,638,000	6	" " "	"	'95-'99	....	2d Mortgage.....	57,000	6	" " "	"	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	70
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	"	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	77
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	2d Mortgage.....	3,980,870	6	Jan. & July.	"	1882	56
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	"	1916	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	61
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	77	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	" " "	Boston.	1891	37	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	67
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	'76-'77	99	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	88	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1860	....	Wyoming Valley:						
3d Mortgage.....	293,200	7	" " "	New York.	1859	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

Dec. 31, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231
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San serri- \dot{x} ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and rounded dots (....) signify "not ascertainable." Land Grant Railroads are distinguished by a "L." State-aid Railroads are distinguished by an "S."

[illegible]

Feb. 25, 1899	1899	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "5."

Abstract of General Balance Sheet.																									
Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.		
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Pass.	Freight.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	M.	Trains Moved.	Carried one mile.	Freight.	Net.	Dividends.	P. c.	P. c.
Dec. 31, 1898	91.0	100.0	6.5	26	20	8	320	Southwestern, Miss.	3,719,813	208,792	27,634	3,210,000	430,000	396,015	130,234	91.0	383,302	2,798,824	27,622	920,544	342,738	100	100	100	
July 31, 1898	107.5	100.0	6.5	2	4	2	6	Spartanburg and Union, S. C.	356,301	698,699	—	680,000	200,000	—	—	68.0	62,797	2,798,824	27,622	27,622	103,690	75	100	100	
Sept. 30, 1898	100.0	100.0	6.5	2	4	2	6	Staten Island, N. Y.	356,301	698,699	—	680,000	200,000	—	—	68.0	62,797	2,798,824	27,622	27,622	103,690	75	100	100	
Sept. 30, 1898	100.0	100.0	6.5	2	4	2	6	Stockbridge and Pittsfield, Mass.	448,700	2,700	—	448,700	200,000	—	—	7.6	11,925	486,794	8,702	47,906	29,708	7	100	100	
Nov. 30, 1898	100.0	100.0	6.5	2	4	2	6	Stony Brook, N. Y.	297,383	—	—	297,383	200,000	—	—	—	—	—	—	31,409	31,409	7	100	100	
Oct. 31, 1898	100.0	100.0	6.5	2	4	2	6	Sullivan and Erie, Penn.	474,400	—	—	474,400	200,000	—	—	—	—	—	—	19,773	19,773	6	100	100	
Dec. 31, 1898	100.0	100.0	6.5	12	14	3	140	Syracuse, Binghamton and N. Y., N. Y.	3,468,115	—	—	3,468,115	200,000	—	—	12.0	28,000	—	—	87,705	25,942	6	100	100	
Sept. 30, 1898	100.0	100.0	6.5	10	10	3	140	Syracuse and Chenango Valley, N. Y.	—	—	—	—	200,000	—	—	81.0	842,155	—	—	559,627	211,737	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	28	21	10	639	Tennessee and Pacific, Tenn.	1,900,705	677,235	425,977	1,988,150	2,620,000	—	—	73.0	459,274	—	—	1,180,386	552,665	12	100	100	
Nov. 30, 1898	100.0	100.0	6.5	10	4	1	623	Terre Haute and Indianapolis, Ind.	882,602	—	—	882,602	200,000	—	—	34.6	169,516	—	—	387,060	165,960	50	100	100	
Dec. 31, 1898	100.0	100.0	6.5	10	4	1	623	Toledo, Peoria and Warsaw, Ill.	9,100,000	—	—	9,100,000	3,400,000	—	—	111.0	69,516	—	—	750,625	199,917	100	100	100	
Sept. 30, 1898	100.0	100.0	6.5	103	47	28	120	Toledo, Peoria and Warsaw, Ill.	9,100,000	—	—	9,100,000	3,400,000	—	—	111.0	69,516	—	—	750,625	199,917	100	100	100	
Sept. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Sept. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Nov. 30, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Dec. 31, 1898	100.0	100.0	6.5	13	6	223	223	Troy and Boston, N. Y.	1,923,732	3,601,740	108,077	6,700,000	16,045,000	—	—	49.9	133,321	—	—	4,013,207	1,125,588	100	100	100	
Oct. 31, 1898	100.0	100.0	6.5	13	6	223																			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses & % Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount out- standing.	inter s. Rate.	Pay- able.	Principa- Payable.	Marko- Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.							
Sept. 30, '68	m. 7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.			100	100	Albany:	40,000	7	J. & J.	18	....
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton). Mass.	150,000	150,000							100	100	1st Mortgage.....	694,000	7	J. & J.	1872	....
Dec. 31, '68	31.00	480	80	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093			100	100	Bleeker St. & Fulton Ferry:						
Sept. 30, '68	22.00	401	50	Baltimore City.....Md.	1,747,127	900,000	694,000	40,713	302,566	51,760			100	100	1st Mortgage.....	35,000	7	J. & J.	18	....
Nov. 30, '68	3.53	106	40	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	100	Broadway (Brooklyn):						
Sept. 30, '68	10.76	162	40	Bleeker st. & F.F. (N.Y.C.) N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	100	1st Mortgage.....	1,000,000	7	J. & D.	1884	....
Sept. 30, '68	16.00	791	106	Boston and Chelsea.....Mass.	522,895	2,100,000	1,600,000		664,652	184,914			100	100	Brooklyn, Bath & Coney I.:						
Sept. 30, '68	8.00	10	30	Broadway (Brooklyn).....N.Y.	156,838	99,850	80,000	7,638	24,517	Loss.			100	100	1st Mortgage.....	80,000	7	J. & J.	18	....
Sept. 30, '68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,369	283,938	12.0	100	100	100	Brooklyn City:						
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown N.Y.	509,620	400,000	200,000	14,372	24,517	Loss.			100	100	1st Mortgage.....	300,000	7	J. & J.	1872	....
Sept. 30, '68	6.50	40	12	B'klyn, Prosp. P. & Flatb. N.Y.	434,000	254,600	300,000	1,487	20,621	9,021			100	100	Brooklyn City & Newtown:						
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,600	20,621	9,021			100	100	1st Mortgage.....	200,000	7	J. & J.	1875	....
Sept. 30, '68	15.21	197	53	Buffalo street.....N.Y.	318,909	56,300	186,000	109,500	99,734	17,427	50	50	100	100	Brooklyn & Rockaway B'ch:						
Sept. 30, '68	7.85	39	39	Bushwick (Brooklyn).....N.Y.	264,982	202,200	2,000	5,040	20,608	72			100	100	1st Mortgage.....	45,000	7	J. & J.	18	....
Nov. 30, '68	28.52	561	149	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	89,058	9.0	100	100	100	100	Buffalo street:						
Sept. 30, '68	1.76	39	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	10	10	100	100	1st Mortgage.....	186,000	7	J. & D.	1881	....
Sept. 30, '68	36.00	561	149	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,902	18,812			100	100	Cambridge (Boston):						
Dec. 31, '68	9.20	200	37	Cincinnati street.....O.	179,635	192,750			227,369	95,876	32.1	50	191	100	1st Mortgage sinking fund	150,000	6	J. & J.	1883	92	
Oct. 31, '68	7.25	146	30	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	56,300	7,700	139,804	31,708	24.5	50	44	100	100	Central Park, N. & E. River:					
Oct. 31, '68	6.50	236	18	Citizens' (Pittsburg).....Pa.	645,925	500,000	218,000	19,587	121,637	Loss.			100	100	1st Mortgage.....	626,000	7	J. & J.	1874	....
Sept. 30, '68	14.83	792	116	City Passenger (Cin.).....O.	772,303	1,200,000	700,000		609,174	135,905			100	100	Citizens' (Pittsburg):						
Sept. 30, '68	22.59	792	116	Coney Island (Brooklyn).....N.Y.	42,605	34,815		2,448	8,721	3,443			100	100	1st Mortgage.....	56,300	7	J. & J.	1870	....
Sept. 30, '68	3.50	10	3	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	24,275	20,000	500		10,444	3,732	25	25	100	100	Coney Island and Brooklyn:						
Oct. 31, '68	1.63	87	10	Dunkirk and Fredonia.....N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	100	1st Mortgage.....	218,000	7	J. & J.	1873	....
Sept. 30, '68	18.00	102	30	Easton and S. Easton.....Pa.	152,917	150,000			6,761	2,468			100	100	D. Dock, E Bdw. & Battery:						
Dec. 31, '68	8.00	52	9	Eighth Avenue (N.Y. City) N.Y.	27,533	26,170			8,721	3,443			100	100	1st Mortgage.....	700,000	7	J. & J.	18	....
Sept. 30, '68	1.74	52	9	Fairhaven and Westville.....Conn.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	100	1st Mortgage.....	203,000	7	J. & J.	18	....
Sept. 30, '68	15.38	387	50	Fifth Ward (Syracuse).....N.Y.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	100	100	42d st. & G'd st. Ferry (N.Y.):					
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	54,200	42,500	9,000	400	8,653	159			100	100	1st Mortgage.....	160,000	7	J. & J.	1873	....
Sept. 30, '68	3.25	16	3	Genesee & Water st. (Syr.) N.Y.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	20	100	Real Estate.....	100,000	7	var.	var.
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	171,712	170,000			117,342	26,119	8.5	50	17	100	100	Frankford and Southwark:					
Sept. 30, '68	5.40	125	25	Girard College (Phila.).....Pa.	200,000	170,000	30,000		72,870	5,321			100	100	1st Mortgage.....	200,000	7	J. & J.	1869	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,230	150,000	100,000		187,103	22,887	7.5	50	15	38	100	Germantown:					
Sept. 30, '68	10.00	122	23	Greenpoint & Wm'g. (Bkn) N.Y.	239,093	113,280	130,000	2,500	63,945	Loss.			100	100	1st Mortgage.....	350,000	7	J. & J.	1874	....
Sept. 30, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.			25	24	100	Grand st. and Newtown:					
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield.....Conn.	180,000	180,000							100	100	1st Mortgage.....	30,000	7	J. & J.	18	....
Oct. 31, '68	13.17	345	78	Hartford & Wethersfield.....Conn.	472,687	306,390	165,700	3,292	262,829	40,431	50	50	124	100	100	Hart. Br. Morris' & Fordh:					
Dec. 31, '68	2.50	10	3	Hoboken and Hudson City N.J.	161,535	109,700	74,000	9,272					100	100	1st Mortgage.....	130,000	7	J. & J.	1877	....
Dec. 31, '68	10.47	28	9	Hoboken and Weehawken N.J.	78,989	75,000			20,971	2,170	34	100	100	100	1st Mortgage.....	165,700	7	J. & J.	1874	....
Sept. 30, '68	3.56	28	9	Jersey City & Bergen Point N.J.	165,627	90,000	62,500	10,560	70,353	9,702	25	9	100	100	1st Mortgage.....	74,000	7	M & N	1878	....
Sept. 30, '68	5.20	113	21	Lombard and South st. (Ph.) Pa.	69,416	55,830		2,080	129,240	3,411			100	100	1st Mortgage.....	150,000	6	J. & J.	1872	....
Nov. 30, '68	4.03	201	32	Lowell Horse.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.			100	100	1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Nov. 30, '68	3.60	201	32	Lynn and Boston.....Mass.	60,246		52,600		24,472				100	100	Malden and Melrose:						
Nov. 30, '68	1.00	10	3	Malden and Melrose (B'n) Mass.	177,624	177,700							100	100	1st Mortgage, guaranteed.	52,600	6	A. & O.	1880	....
Nov. 30, '68	3.08	10	3	Marginal Freight (Boston) Mass.	27,500	21,000	6,500		2,240				100	100	Metropolitan (Brooklyn):						
Nov. 30, '68	5.11	37	6	Medford & Charlestown (B'n) Mass.	50,241	50,000		12,810	18,014	2,240			100	100	1st Mortgage.....	191,900	7	J. & J.	1878	....
Sept. 30, '68	6.00	58	13	Merrimac Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299			100	100	Middlesex (Boston)						
Sept. 30, '68	42.86	791	156	Metropolitan (Brooklyn).....N.Y.	1,543,729	1,250,000	177,164	768,981	135,284	10.9	100	100	100	100	1st Mortgage sinking fund	98,500	6	J. & D.	18	....
Nov. 30, '68	7.42	254	47	Metropolitan (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659			100	100	Ninth Avenue (N.Y.):						
Nov. 30, '68	12.20	180	52	Middlesex (Boston).....Mass.	468,322	797,320	167,000		95,848	595			100	100	1st Mortgage.....	167,000	7	J. & J.	18	....
Nov. 30, '68	3.39	17	4	Ninth Avenue (N.Y. City) N.Y.	300,000	300,000			13,884	562			100	100	Orange and Newark:						
Nov. 30, '68	2.16	6	2	Northampton & Wm'burg Mass.	27,657	20,950	8,000	4,429	4,174	808			100	100	1st Mort. Broad street.....	100,000	6	J. & J.	1881	....
Oct. 31, '68	7.25	73																			

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	...	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	...	...	...
Baltimore and Ohio, pref.	3,000,000	6	...	...	...
Berkshire* guaranteed.	600,000	7	...	...	...
Blossburg and Corning* guar.	250,000	5	...	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	...	...	...
Buffalo, N. York and Erie* guar.	1,950,000	7	...	...	...
Camden and Atlantic, pref.	600,000	7	...	...	...
Catawissa* pref. and guar.	2,200,000	7	72	...	...
Cayuga and Susquehanna* guar.	589,110	9	...	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	34	...	...
Central Ohio, preferred.	400,000	7	29	...	...
Chemung* guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	82	...	...
Chicago and Alton, pref.	2,425,400	7	10	149	...
Chicago, Iowa and Nebraska* guar.	2,600,000	10	...	...	...
Chicago and Northwestern, pref.	18,159,097	7	10	85	...
Cleveland and Mahoning* guar.	2,058,000	7	...	...	...
Cleveland and Toledo* guar.	6,250,000	...	...	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	89	...
Cumberland Valley, 1st pref.	241,900	8	114	...	...
" " 2d pref.	242,000	8	...	...	...
Delaware* guaranteed.	594,261	6	...	...	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,968,170	7	7	97	...
Dubuque Southwestern, pref.	330,308	7	...	...	...
Eastern (N. H.)* guaranteed.	402,500	8	...	...	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	...	...	...
Elmira and Williamsport* guar.	500,000	5	...	...	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	80	...
Erie, preferred.	8,536,910	7	44	...	...
Hannibal and St. Joseph, pref.	5,253,836	...	107	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	...	...	...
Houatonic, preferred.	1,180,000	8	4	70	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	...	...
Joliet and Chicago* guar.	1,500,000	7	...	...	...
Joliet and Northern Indiana* guar.	300,000	8	...	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...
Leeds and Farmington* guar.	...	5	...	...	...
Little Schuylkill* guar.	2,646,100	7	...	...	...
Louisville, Cincinnati and Lexington preferred.	848,315	9	99	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	20	...	...
" " 2d pref.	4,051,744	6	8	...	...
Manchester and Lawrence*	1,000,000	9	...	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill* guar.	323,375	10	...	...	...
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	...	...
" " 2d pref.	1,014,000	7	...	...	...
Milwaukee and St. Paul, preferred.	8,060,892	7	83	...	...
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	...	...	...
Mount Carbon & Ft. Carbon* guar.	282,250	12	...	...	...
New Haven and Northampton*...	1,344,000	2	...	...	...
New York and Harlem, pref.	1,500,000	8	150	...	...
Niagara Br. and Canandaigua* guar.	1,090,000	6	...	...	...
North Eastern (S. C.), preferred.	155,000	8	...	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	105	...	...
Ohio and Mississippi, pref.	3,500,000	7	70	...	...
Pateron and Hudson* guar.	630,000	8	...	...	...
Pateron and Ramapo* guar.	248,000	5	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	6	...	...	...
Philadelphia and Erie*...	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	...	...	...
Philadelphia and Trenton* guar.	1,099,120	10	...	...	...
Pittsfield and North Adams* guar.	450,000	6	...	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	...	...	...
Portland, Sago & Portsmouth* guar.	1,500,000	6	...	...	...
Portsmouth and Concord*...	350,000	7	...	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*...	557,500	7	...	...	...
Rutland, preferred.	...	7	...	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	50	...	...
Sandusky and Cincinnati, pref.	445,596	6	34	...	...
Schuylkill Valley* guar.	576,050	5	...	...	...
Shamokin Valley & Pottsville* guar.	869,450	5	...	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...	...
" " (E. D.) pref.	1,700,000	7	...	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	75	...	...
Troy and Greenbush* guar.	274,000	7	...	...	...
Vermont and Canada* guar.	2,500,000	8	...	...	...
Warren* guar.	1,408,300	7	...	...	...
White Mountains* guar.	200,000	5	...	...	...
Wrightsv. York & Gettysburg* pref.	317,050	2	...	...	...

CANAL STOCKS:					
Delaware Division* guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	58	...	...
Schuylkill Navigation, pref.	2,888,997	6	34	...	...
Union, preferred.	...	6	...	...	...

MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	8	28	...	...
Mariposa Mining, pref.	5,774,400	7	15	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, ½ cent per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	35	@	37	—
Pig, American, No. 1 (good to best).....	40	@	41	—	—
Pig, American, No. 2.....	37	@	38	—	—
Pig, American, Forge.....	36	@	—	—	—
Bar, Refined, English and American.....	85	@	—	—	—
Bar, Swedes, assorted sizes.....	(gold) 82 50	@	85	—	—

STORE PRICES.					
Bar, Swedes, ordinary sizes.....	—	@	140	—	—
Bar, English and American, Refined.....	95	@	1	—	—
Bar, English and American, Common.....	87 50	@	90	—	—
Scroll.....	120	@	180	—	—
Ovals and Half-round.....	120	@	145	—	—
Band.....	120	@	—	—	—
Horse Shoe.....	120	@	—	—	—
Rods, ½@3-16 inch.....	100	@	155	—	—
Hoop.....	125	@	180	—	—
Nail Rod.....	84	@	—	94	—
Sheet, Russia, assorted No.'s.....	(gold) 104	@	114	—	—
Sheet, Single D. and T. Common.....	64	@	7	—	—
Rolls, English.....	(gold) 57	@	—	—	—
Rail, American.....	(gold) 77	@	—	—	—
Anvils, Eagle.....	94	@	—	—	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)					
English, Cast, (2d and 1st quality).....	per lb.	18	@	22	—
English Spring (2d and 1st quality).....	9	@	11	—	—
English Blister (2d and 1st quality).....	11	@	19	—	—
English Machinery.....	12	@	15	—	—
English German (2d and 1st quality).....	14	@	16	—	—
American Blister "Black Diamond".....	10	@	16	—	—
American, Cast, Tool, do.....	19	@	—	—	—
American, Spring, do.....	10	@	13	—	—
American Machinery do.....	—	@	13	—	—
American German do.....	10	@	13	—	—

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.					
Sheathing, New.....	per lb.	—	@	32	—
Boils.....	—	@	33	—	—
Braziers.....	—	@	35	—	—
Nails.....	—	@	40	—	—
Sheathing, &c., Old.....	20	@	21	—	—
Sheathing, Yellow Metal.....	—	@	27	—	—
Boils, Yellow Metal.....	—	@	27	—	—
American Ingot.....	22	@	22	—	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.;					
Plate and Sheets and Terne Plates, 25 per cent. ad val.					
Banca.....	(gold) per lb.	37	@	37	—
Strait.....	(gold) 33	@	33	—	—
English.....	(gold) 32	@	32	—	—
Plates—Fair to good brands. (Gold.) Currency.					
L. C. Charcoal.....	per box. 8 12	@	8 37	11	@ 11 50
L. C. Coke.....	6 75	@	7 37	9	@ 10 25
Coke Terne.....	—	@	6	—	@ 8 50
Charcoal Terne.....	7 75	@	8 25	10 50	@ 11 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude, 40 @ 47 gravity (in bulk).....	per gall.	20	@	—	—
Crude, 40 @ 47 gravity (in shipping order).....	—	@	26	—	—
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	34	—	—
Refined, Standard White (in ship's order).....	34	@	—	—	—
Refined, prime White (in shipping order).....	35	@	34	—	—
Refined, S. W. (in merchantable order).....	40	@	41	—	—
Naphtha, Refined, (60 @ 63 gravity).....	11	@	12	—	—
Residuum.....	—	@	6	—	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 30 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.					
American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7 75	@	6
8 by 10 to 10 by 15.....	8 25	@	6 50	—	—
11 by 14 to 12 by 18.....	9 75	@	7	—	—
14 by 16 to 16 by 24.....	10 50	@	7 50	—	—
18 by 22 to 18 by 30.....	12 25	@	8	—	—
20 by 30 to 24 by 30.....	15	@	9	—	—
24 by 31 to 24 by 36.....	16 50	@	10	—	—
25 by 36 to 30 by 44.....	17 50	@	12 50	—	—
30 by 46 to 32 by 48.....	20	@	13 50	—	—
32 by 50 to 32 by 56.....	22	@	14 50	—	—
Above.....	25	@	16	—	—

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)					
6 by 8 to 8 by 10.....	per 50 feet.	8 50	@	6 25	—
8 by 11 to 10 by 15.....	9	@	6 75	—	—
11 by 14 to 12 by 18.....	10	@	7 50	—	—
13 by 18 to 16 by 24.....	11	@	8	—	—
18 by 22 to 18 by 30.....	13 50	@	9	—	—
20 by 30 to 24 by 30.....	16 50	@	10	—	—
24 by 32 to 24 by 36.....	18	@	12	—	—
25 by 36 to 26 by 40.....	(3 qlts.) 20	@	16	—	—
28 by 40 to 30 by 48.....	(3 qlts.) 22	@	18	—	—
30 by 50 to 32 by 56.....	(3 qlts.) 24	@	20	—	—
32 by 58 to 34 by 60.....	(3 qlts.) 27	@	23	—	—

(The above subject to a discount of 50@55 per cent.)

English sails at 40@50 per cent. off the above rates.					
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New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

Th. 11. F. 12. Sat. 13. M. 15. Tu. 16. W. 17

Canton Co.....	52	92	93	92	92
Central Pacific 6s.....	92	92	93	92	92
Central of N. Jersey.....	93	90	91	91	92
Chicago & Alton.....	150	150	150	150	150
.. pref.....	149	149	149	149	149
.. 1 M.....	149	149	149	149	149
.. S. F.....	149	149	149	149	149
.. Inc. bds.....	149	149	149	149	149
Chicago, Burl. & Q.....	147	150	150	150	150
.. 8s, 1883.....	147	150	150	150	150
Chi. & Gt. Eastern 1st m.....	70	69	69	70	70
Chi. & Northwestern.....	70	69	69	70	70
.. pref.....	85	85	84	85	85
.. 1st M.....	89	85	85	89	89
.. Interest.....	89	85	85	89	89
.. S. F.....	89	85	85	89	89
.. Consol.....	89	85	85	89	89
Chic. Rock Isl. & Pac. 100	103	103	103	103	103
Chicago & R. I. 7s, 1870.....	103	103	103	103	103
Chi., R. I. & Pa. 7s, 1896 93	92	93	93	93	93
Clev., Col. C. and Ind.....	76	75	75	75	75
Clev. and Pittsburgh.....	85	83	83	82	82
.. 2 M.....	83	83	82	82	82
.. 3 M.....	83	83	82	82	82
.. 4 M.....	83	83	82	82	82
Clev. and Toledo.....	72	72	72	72	72
.. S. F. 7s.....	72	72	72	72	72
Col., Chi., & Ind. C.....	25	24	23	25	25
.. 1 M.....	75	75	74	74	74
.. 2 M.....	69	69	69	69	69
Cumberland Coal pref.....	27	27	28	27	27
Del. & Hudson Canal.....	120	120	120	120	120
Del., Lack. & Western.....	105	106	105	105	105
.. 1 M. 7s.....	96	96	96	96	96
.. 2 M. 7s.....	96	96	96	96	96
Erie Railway.....	27	28	27	27	27
.. pref.....	45	45	44	45	45
.. 1 M. 7s, 1897.....	45	45	44	45	45
.. 2 M. 7s, 1879.....	45	45	44	45	45
.. 3 M. 7s, 1883.....	85	85	85	85	85
.. 4 M. 7s, 1880.....	85	85	85	85	85
.. 5 M. 7s, 1888.....	85	85	85	85	85
Great Western 2d mort. 7s	70	70	70	70	70
Hannibal & St. Joseph.....	107	107	107	107	107
.. pref.....	107	107	107	107	107
Hudson River.....	158	158	157	160	160
.. 1 M. 7s, 1869.....	158	158	157	160	160
.. 2 M. S. F.....	158	158	157	160	160
.. 3 M. 7s, 1875.....	158	158	157	160	160
Illinois Central.....	137	137	140	140	140
.. bond.....	137	137	140	140	140
Lake Shore & Mich. S'th. 89	89	89	87	88	88
.. Div. bonds.....	83	83	87	88	88
Marietta & Cin. 1st pref.....	20	20	20	20	20
.. 2d pref.....	20	20	20	20	20
Michigan Central.....	120	120	119	120	120
.. S.F. 8s, 1882.....	120	120	119	120	120
.. conv. 8s, '69.....	120	120	119	120	120
M. S. and N. L.....	120	120	119	120	120
.. 1 M. S. F.....	120	120	119	120	120
.. 2 M.....	89	89	89	89	89
Mariposa Mining Co.....	8	8	8	8	8
.. pref.....	16	16	15	15	15
.. Tr. 10s cfs.....	45	45	42	45	45
Milw. and St. Paul.....	69	68	67	68	69
.. pref.....	83	82	83	83	83
.. 1st mort.....	85	85	85	85	85
.. 2d mort.....	85	85	85	85	85
.. 8s.....	85	85	85	85	85
.. 7 3-10s con.....	85	85	85	85	85
Missouri 6s.....	88	88	89	89	90
.. H. & St. J. iss. 8s.....	88	88	89	89	89
Morris and Essex.....	87	87	87	88	87
.. 1st mort.....	90	90	90	90	90
.. 2d mort.....	92	92	92	92	92
New York Central.....	182	181	181	183	186
.. 7s, S.F. 1876 99	99	99	99	99	99
.. 7s, conv. '76.....	99	99	99	99	99
.. 6s, S.F. 1883 89	89	89	89	89	89
.. 6s, S.F. 1887.....	89	89	89	89	89
N. York and Harlem.....	134	132	132	132	134
.. pref.....	134	132	132	132	134
.. 1 M. 7s, 1873.....	96	96	96	96	96
N. Carolina 6s.....	47	47	47	47	47
.. new.....	38	38	40	40	39
.. special tax.....	40	40	40	40	40
Ohio and Miss.....	26	26	25	26	26
.. pref.....	26	26	25	26	26
.. 1st M.....	26	26	25	26	26
Pacific Mail S. S. Co.....	60	58	55	54	53
Panama.....	60	58	55	54	53
Phila. and Reading.....	97	97	96	97	97
Pitts. Ft. W. & Chi. gtd. 85	85	85	85	85	85
.. 1 M.....	101	101	101	101	101
.. 2 M.....	101	101	101	101	101
.. 3 M.....	101	101	101	101	101
.. Equip. 8s.....	101	101	101	101	101
Quicksilver Mining Co. 13	13	13	13	13	13
St. L., Alton & T. H.....	13	13	13	13	13
.. pref.....	13	13	13	13	13
.. 1 M.....	92	92	92	92	92
.. Income pref.....	79	79	79	79	79
.. Income bds.....	79	79	79	79	79
Tennessee 6s.....	60	60	60	60	60
.. new.....	62	62	62	62	62
Tol., Wab. & Western.....	59	59	57	60	60
.. pref.....	59	59	57	60	60
.. 1 M. ex.....	88	88	88	88	88
.. 2 M.....	88	88	88	88	88
.. Equipment.....	75	75	75	75	75
Virginia 6s, ex-coupon.....	51	51	51	51	51
.. new.....	55	55	55	55	55

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

Th.11.F.12.Sat.13.M.15.Tu.16.W.17

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	107	107	107	107	107	107	107
U. S. 6s, 1874, coup.	107	107	107	107	107	107	107
U. S. 6s, 1874, reg.	107	107	107	107	107	107	107
U. S. 6s, 10-40s, coup.	107	107	107	107	107	107	107
U. S. 6s, 10-40s, reg.	107	107	107	107	107	107	107
U. S. 6s, 1881, reg.	117	117	117	117	117	117	117
U. S. 6s, 1881, coup.	117	117	117	117	117	117	117
U. S. 6s, '81, O.W.L.y.	117	117	117	117	117	117	117
U. S. 6s, 1881, . . .	117	117	117	117	117	117	117
U. S. 6s, 5-20s, reg.	112	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1862	115	115	115	115	115	115	115
U. S. 6s, 5-20s, reg.	112	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1864	113	113	113	113	113	113	113
U. S. 6s, 5-20s, reg.	112	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1865	113	113	113	113	113	113	113
U. S. 6s, 5-20s, r. n. '65	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. n. '65	115	115	115	115	115	115	115
U. S. 6s, 5-20s, reg.	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. 1867	115	115	115	115	115	115	115
U. S. 6s, 5-20s, reg.	115	115	115	115	115	115	115
U. S. 6s, 5-20s, c. '68	115	115	115	115	115	115	115
U. S. 6s, Pac.R. issue	115	115	115	115	115	115	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

W.10.Th.11.F.12.Sat.13.M.15.Tu.16

Catawissa	36	36	36	36	36	36	36
Camden and Amboy	118	117	119	119	119	119	119
.. 6s, 1870	84	84	84	84	84	84	84
.. 6s, 1875	84	84	84	84	84	84	84
.. 6s, 1883	84	84	84	84	84	84	84
.. 6s, 1889	84	84	84	84	84	84	84
.. mort. 6s, '89	93	93	93	93	93	93	93
Elmira & Williamsport	93	93	93	93	93	93	93
.. pref.	93	93	93	93	93	93	93
Lehigh Navigation	33	33	33	33	33	33	33
.. 6s, 1884	81	81	81	81	81	81	81
.. Gold L.	95	95	95	95	95	95	95
.. R. R. L.	88	88	88	88	88	88	88
Lehigh Valley R.R.	53	53	53	53	53	53	53
.. 6s new coup.	94	94	94	94	94	94	94
.. 6s new reg.	95	95	95	95	95	95	95
Little Schuylkill R.R.	53	53	53	53	53	53	53
.. 7s	52	52	52	52	52	52	52
Minehill	53	53	53	53	53	53	53
Morris Canal	58	58	58	58	58	58	58
.. pref.	58	58	58	58	58	58	58
.. 6s, 1876	58	58	58	58	58	58	58
North Pennsylvania	87	87	87	87	87	87	87
.. 6s, 1880	84	84	84	84	84	84	84
.. 7s	84	84	84	84	84	84	84
.. 10s, 1887	84	84	84	84	84	84	84
Northern Central	43	43	43	43	43	43	43
Pennsylvania R.R.	53	53	53	53	53	53	53
.. 1st M.	97	97	97	97	97	97	97
.. 2d M.	94	94	94	94	94	94	94
Penn. State, 6s, 1st series	102	102	102	102	102	102	102
.. 6s, 2d series	106	106	106	106	106	106	106
.. 6s, 3d series	106	106	106	106	106	106	106
.. 6s, W. L.	100	100	100	100	100	100	100
Philadelphia City, 6s	95	95	95	95	95	95	95
.. new	101	101	101	101	101	101	101
Philad. Germ. & Nor.	48	48	48	48	48	48	48
Phila. & Reading	48	48	48	48	48	48	48
.. 7s, 1893	28	28	28	28	28	28	28
Philadelphia and Erie	28	28	28	28	28	28	28
.. 6s	84	84	84	84	84	84	84
.. 7s	84	84	84	84	84	84	84
Schuylkill Navigation	77	77	77	77	77	77	77
.. pref.	77	77	77	77	77	77	77
.. 6s, 1882	77	77	77	77	77	77	77
.. 6s, 1876	77	77	77	77	77	77	77
.. 6s, 1872	77	77	77	77	77	77	77
Susq. Canal	77	77	77	77	77	77	77
.. 6s, 1878	77	77	77	77	77	77	77
Union Canal	77	77	77	77	77	77	77
.. 6s, 1878	77	77	77	77	77	77	77
Hestonville, (Horse)	41	41	41	41	41	41	41
Chestnut & Wal.	41	41	41	41	41	41	41
Green & Coates	41	41	41	41	41	41	41
2d and 3d streets	41	41	41	41	41	41	41
Spruce and Pine	41	41	41	41	41	41	41
13th and 15th sta.	41	41	41	41	41	41	41

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

W.10.Th.11.F.12.Sat.13.M.15.Tu.16

Baltimore City 6s, 1875	91	91	91	91	91	91	91
.. 1880	92	92	92	92	92	92	92
.. 1890	93	93	93	93	93	93	93
.. 1893	93	93	93	93	93	93	93
Balt and Ohio	87	87	87	87	87	87	87
.. bonds, 1875	87	87	87	87	87	87	87
.. 1880	87	87	87	87	87	87	87
.. 1885	87	87	87	87	87	87	87
Marietta & Cin. 1st M.	87	87	87	87	87	87	87
.. 2d M.	87	87	87	87	87	87	87
Northern Central	44	44	44	44	44	44	44
.. bonds, 1885	44	44	44	44	44	44	44
.. 1900	44	44	44	44	44	44	44
N. W. Va. 1st mort.	44	44	44	44	44	44	44
.. 2d mort.	44	44	44	44	44	44	44
.. 3d mort.	44	44	44	44	44	44	44
City Passenger R. R.	44	44	44	44	44	44	44

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

Th.11.F.12.Sat.13.M.15.Tu.16.W.17

Boston and Albany	146	147	146	146	146	146	146
Boston and Lowell	141	141	141	141	141	141	141
Boston and Maine	141	141	141	141	141	141	141
Boston and Providence	141	141	141	141	141	141	141
Boston, Hartford & Erie	141	141	141	141	141	141	141
.. 7s, new	141	141	141	141	141	141	141
Cheshire, pref.	82	82	82	82	82	82	82
Concord	115	115	115	115	115	115	115
Connecticut River	130	130	130	130	130	130	130
Eastern	115	115	115	115	115	115	115
Fitchburg	130	130	130	130	130	130	130
Manchester & Law's	130	130	130	130	130	130	130
Michigan Central	120	120	120	120	120	120	120
Northern, N. H.	104	104	104	104	104	104	104
Ogdens. & Lake Champ.	105	105	105	105	105	105	105
.. pref.	105	105	105	105	105	105	105
Old Colony & Newport	97	97	97	97	97	97	97
Ph. Wil. & Baltimore	50	50	50	50	50	50	50
Port'd, Saco & Ports.	112	112	112	112	112	112	112
Union Pacific 6s	81	81	81	81	81	81	81
.. Land Grant 7s	50	50	50	50	50	50	50
Vermont & Canada	102	102	102	102	102	102	102
Vermont & Mass.	57	57	57	57	57	57	57
Broadway (Horse)	67	67	67	67	67	67	67
Cambridge	97	97	97	97	97	97	97
Metropolitan	67	67	67	67	67	67	67
Middlesex	97	97	97	97	97	97	97
Central Mining Co.	4	4	4	4	4	4	4
Copper Falls	4	4	4	4	4	4	4
Franklin	10	10	10	10	10	10	10
Huron	22	22	22	22	22	22	22
Isle Royale	22	22	22	22	22	22	22
National	22	22	22	22	22	22	22
Minnesota	22	22	22	22	22	22	22
Pewabic	22	22	22	22	22	22	22
Pittsburg	22	22	22	22	22	22	22
Quincy	33	33	33	33	33	33	33

London Stock Exchange.

Closing Prices—

Oct. 22 Oct. 29

Atl. & Gt. West. N. Y. sec. 7 per ct.	60	60	60	60
1st mort., 1880	60	60	60	60
Do. do, 2d mort., 1881	60	60	60	60
Do. Penn., 1st mort., 1877	60	60	60	60
Do. do, 2d mort., 1882	60	60	60	60
Do. Consol. 7 per cent. mort. 1880	24	24	24	24
Detroit and Milwaukee 1st mort. 7s	63	63	63	63
Do. 2d mort. 8 p. c.	64	64	64	64
Erie shares 100 dol. all paid	21	21	21	21
Do. sterlg. 6 p. c. convertible bonds	65	65	65	65
Do. 3d mort. 7 p. c. 1883	60	60	60	60
Illinois Central, 6 per cent., 1876	98	98	98	98
Do. Redemption mort. bonds 6 p. c.	75	75	75	75
Do. 7 per cent., 1875	75	75	75	75
Do. 100 dol. shares, all paid	95	95	95	95
Marietta and Cin. R. R. bonds 7 p. c.	73	73	73	73
New York Central, 100 dol. shares	90	90	90	90
Panama General mort. 7s, 1897	105	105	105	105
Penn. R. R. bonds, 2d mort. 6 per ct.	93	93	93	93
Do. General mort. 6 p. c. 1910	86	86	86	86
Philadelphia and Erie 1st mort. 1881	85	85	85	85
Do. with option to be paid in Phila.	87	87	87	87

American Railroad Journal.

Saturday, November 20, 1869.

Stock Exchange and Money Market.

Money has been less freely offered in both forms, of call loans and of discounts. The city banks have not been in a position to make considerable fresh advances to their customers, while private lenders have been less liberal of accommodation. Call loans have been generally quoted up to 6@7 per cent. to the leading street borrowers. Mercantile credits have ranged from 8@10 per cent. per annum for the best names, to 15@18 per cent. for good grades of business paper. The currency drain from this point has not been very heavy, since our last. The main call has been from Cincinnati and Louisville, for means to be used in marketing the hog crop. Northwestern collections have improved a little, more than equalizing the currency movements here, so that the city banks have been enabled, not only to maintain, but to moderately increase their reserve of legal tender notes. The banks added 1½ millions to their specie hoard, and made a gain of about ¾ths of a million, in their deposit averages. They reduced their loans, about 1½ millions, but added a little to their circulation. The U. S. Sub-Treasury augmented its currency balances nearly

1¼ millions, but cut down its specie reserve about ¾ths of a million. The aggregate of specie in the banks at the close of the week was 26¾ millions, and in the Sub-Treasury 80¼ millions. The legal tender reserve of the banks was about 51½ millions, and of the Sub-Treasury nearly 6 millions.

One of the gratifying announcements of the week is that the old and eminently respectable banking firm of Messrs. Legrand Lockwood & Co., forced into suspension, during the Gold and Stock panic in September, is about to resume business.

The specie reserve of the city banks according to the latest return is \$26,755,693, against \$16,155,008 same time last year. The city bank deposits are now \$183,754,306, against \$175,150,589 week ending Nov. 14, 1868. The legal tender reserve amounts to \$51,095,661, against \$51,466,693 same time last year. The circulation now stands at \$34,212,867, against \$24,249,564 same time last year. The loans are now \$251,180,557, against \$249,119,539 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$95,143,215 a day, against a daily average of \$114,980,180 the preceding week, and \$90,075,108 the week ending with Oct. 30, 1869. The current week's exchanges average about \$102,441,000 a day. The city banks, last week, reported a gain of \$1,536,727 of specie, and of \$792,466 of deposits, with a loss of \$1,138,062 of legal tender notes. They reduced their loans, \$1,618,893; and increased their circulation, \$24,204.

National Bank notes to the amount of \$153,070 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$319,026,931, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$19,405,218, leaving, with the existing 1,620 banks, (having

(including \$446,995 from customs,) and \$461,811 in currency; and payments \$148,297 in coin, (including \$124,230 of coin interest,) and \$416,240 in currency. The balance at the close of business on Tuesday stood at \$87,128,396, (including \$6,183,843 of currency, and \$80,828,236 of coin,) against \$88,308,276 a week previous; and \$90,445,167 on Nov. 2, 1869. The aggregate receipts of the office in Oct. were \$58,880,033, including \$11,194,159 from customs; aggregate payments, \$53,555,362, including \$7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was \$28,781,520, against \$24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired \$1,675,765 of coin certificates through the receipts for customs.

Government revenues have been on a reduced scale, since our last. The excises yielded about 2 3/4 millions; customs at the port of New York, \$1,780,765, and at the outports about \$600,000 (in coin) more, making the grand total income for the week equal to about \$5,785,775 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 66 millions.

Gold has shown rather more firmness, on a somewhat livelier speculative movement. The range of the week has been from 126 1/2 @ 127 3/8, and the closing quotations were 127 1/2 @ 127 1/4. Government marketed a million of Gold on the 12th inst., at from 126.55 1/2 @ 126.64, and another million on the 16th inst., at from 127.02 @ 127.20. The specie exports, last week, were confined to \$123,221. On Tuesday, the *Westphalia* took out \$33,000. The customs drain has been on a reduced scale, having averaged less than \$300,000 a day. The coin interest disbursements through the U. S. Sub-Treasurer were nearly up to the daily customs. Government was to have disposed of another million of Gold on Friday, Nov. 19. At a meeting of the Gold Exchange on Monday afternoon, a resolution was adopted by which the clearings at the Gold Exchange Bank were to have been resumed on Wednesday Nov. 17, the ascertained differences between the members to be settled through the Metropolitan Bank.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 30 1/2 millions.

The customs demand for Gold last week, averaged \$296,694 a day; thus far, this week, it has averaged \$390,279 a day, or equal to a weekly aggregate of \$2,341,674. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$60,509, and since Jan. 1, \$14,839,037, against \$6,404,299 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$117,788,423, against \$105,968,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 6, 1869, \$7,268,661, against \$7,278,235 same time last year.

The exports of specie, from this port, last week, were \$123,221, against \$252,050 same week last year; total, since Jan. 1, 1869, \$30,012,562, against \$68,459,480 same time last year. Government disbursed last week through the U. S. Sub-Treasurer here, on account of the coin interest on the public debt \$1,795,649, and since Jan. 1, 1869, \$82,431,495, against \$77,245,600 same time in 1868. The specie exports from San Francisco,

from Jan. 1, to Nov. 6, 1869, were \$32,967,551, against \$31,239,951 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Nov. 13, were about 69 millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$5,366,117.

Foreign exchange has been quoted rather stronger in price, on a reduced offering and a moderate call from buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109 @ 109 1/8, and on Paris to 5.21 1/4 @ 5.16 1/4; sight bills on London to 109 1/8 @ 109 3/4, and on Paris to 5.15 1/2 c. @ 5.13 3/4. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of \$3,890,927, making the total since Jan. 1, 1869, \$173,048,188, against \$145,340,173 same time last year.

Government securities have been in quite moderate supply most of the week, and with a rather more active demand, especially for the later Fifties, and the currency sixes, prices have shown a little more firmness. Government bought in three millions of Five-twenties. On Wednesday at fair average market rates.

U. S. sixes of 1881 closed here more steadily at 117 1/2 @ 117 3/4; U. S. Five-twenties of 1862, ex-coupon, 115 3/8 @ 115 1/2; U. S. Five-twenties of 1864 at 113 @ 113 1/2; U. S. Five-twenties of 1865 at 113 3/8 @ 113 1/2; U. S. Five-twenties of 1865, consolidated, 115 1/2 @ 115 3/8; U. S. Five-twenties of 1867, 115 3/8 @ 115 1/2; U. S. Five-twenties of 1868, 115 1/2 @ 115 3/4; U. S. Ten-forties at 107 1/2 @ 107 3/4; U. S. Six per cent. currency bonds, 107 3/4 @ 108.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 3.	Nov. 10.	Nov. 17.
Consols	93 1/2	93 3/8	93 3/4
U. S. 5-20's of 1862...	83	83 1/4	83 3/8
U. S. 5-20's, 1865	81 3/4	82 1/8	82
" 1867.....	83 3/8	83 3/8	83 1/2
" 10-40's	76 1/2	78	77 3/4
Erie.....	21	20	20
Ill. Central.....	98	98	98 1/2
At. and Gt. West.....	....	....	....

State and railway bonds have been in fairly active request throughout the week at generally well supported prices, the several Pacific Railway First Mortgage Bonds taking the lead; and of these the favorites were the First Mortgage Bonds of Central Pacific, Western Pacific, Union Pacific, and Kansas Pacific.

The Western Pacific six per cent. First Mortgage Bonds were brought on the market only about a week ago, yet they have been selling at so liberal a rate, that it is confidently believed the whole issue, which amounts to only \$2,800,000, will be disposed of at an early day. The loan which has thirty years to run from date of issue, constitutes a lien on the entire property of the company, which is estimated as being worth more than three times the aggregate of this First Mortgage, and which is otherwise wholly unencumbered. Interest and principal of the loan have been made payable, expressly in coin, at the city of New York. The interest is at the rate of six per cent. per annum in coin. The bonds are now available at 90 per cent. and accrued interest in currency; through the financial agents of the Western Pacific Company, Messrs. Fisk & Hatch, Bankers, No. 5

Nassau street, who give elsewhere in the JOURNAL more specific information, relative to the nature of the loan, and the magnitude of the property, which forms the very substantial basis of its claims to public confidence. The Western Pacific Road was completed and placed in thorough working order early in September. In October it made a handsome traffic exhibit as regards both passengers and freight. It is the connecting link between the extreme Western terminus of the Great Central National Pacific Railroad route at Sacramento and the city of San Francisco. It runs through the most populous portion of California, traversing, in its course, the three great agricultural valleys of Sacramento, San Joaquin and Contra Costa.

Railway and miscellaneous stocks have been more freely purchased at advanced prices, closing as a rule, quite buoyantly.

There has been a moderate movement in domestic produce, prices of which have been variable, closing generally weak for Breadstuffs and Petroleum, and rather buoyant for Cotton and Provisions. Middling upland cotton closed rather more buoyantly at 25 3/8 @ 25 1/2 cts. per lb. The stock of cotton now here is given at about 21,000 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 613,000 bales, against 467,500 bales in 1868-'9; exports, same time 258,200 bales, against 173,000 bales same time in 1868-'9; stock on hand at latest dates, 236,500 bales, against 191,100 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,483 pkgs., against 21,838 pkgs., same time last year. From Boston, 6,762 pkgs., against 7,583 pkgs. same time in 1868.

At the Live Stock markets, this week, Bees have been rather more sought after, at from 8 1/2 @ 16c., per lb.; week's receipts, 5,950. Milch cows inactive, at \$40 @ \$110 each, receipts, 94. Veal calves in less request at from 4 @ 13 1/2 c. per lb.; receipts, 1,568. Sheep and lambs in more demand at from 3 1/2 @ 6 1/2 c., and 6 @ 8c. per lb.; receipts, 29,340. Swine in fair request at 9 3/4 @ 10 1/4 c. per lb., all live weight; receipts, 19,796.

Freights have been more active, rates having been quoted lower, though rather more firmness was apparent toward the close. For Liverpool we quote flour at 2s. 3d. by sail, and 2s. 6d. @ 3s. 9d. by steamer, per bbl.; grain at 7 1/4 d. by sail, and 7 1/2 @ 7 3/4 d. by steamer, per bushel; cotton at 1/4 d. by sail, and 3/8 d. by steamer per lb.; and heavy goods 20s. @ 35s. by sail, and 30s. @ 50s. by steamer, per ton. Total number of vessels in port on Wednesday, 363.

The New York exports, exclusive of specie, for the week ending Nov. 13, and since the beginning of the year, compare as follows:

	1868.	1869.
Dry goods	\$1,191,268	\$1,164,943
Gen. merchandise	2,403,256	2,988,017
Total for the week.....	\$3,594,524	\$4,152,960
Previously reported....	215,530,745	256,961,253

Since January 1..... \$21,9125,269 \$261,114,213

The imports for the week ending November 16, and since the beginning of the year, have been as follows:

	1868.	1869.
For the week.....	\$3,775,896	\$3,890,927
Prev. reported.....	141,564,277	169,157,261
Since January 1.....	\$145,340,173	\$173,048,188

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 81; New York State 7s, Bounty Loan, 109; Louisiana 6s, Levee bonds, 59½; South Carolina 6s, new, 65½; Ohio 6s, 1875, 102; Brooklyn 6s, W. L., 92; N. Y. City 5s, 1887, 98; Toledo, Wabash and Western consol. bonds, 83; Great Western 1st mort., 1888, 84; Pacific 7s, guar. by Mo., 92½; Morris and Essex conv. bonds, 82; St. Louis and Iron Mt. 1st mort., 81; Toledo, Peoria and Warsaw 1st mort., E. D., 82½; New York and New Haven R. R., 141; Dubuque and Sioux City R. R., 108; Adams Exp. Co., 68½; U. S. Exp., 53½; Wells-Fargo Exp., 20½; Am. Mer. Union Exp., 35; Western Union Telegraph, 35; Consolidated Gregory gold, 1.35; Grass Valley gold, 0.18; Liberty gold, 0.02; Quartz Hill gold, 1.30; Smith and Parmelee gold, 1.75.

Philadelphia.—East Penna. R. R., 37; Oil Creek and Allegheny River R. R. 37½; Phila. and Reading 6s, 1844-80, 90; West Jersey 6s, 91; Belvidere Delaware 3d mort., 78; Delaware Division Canal, 45; Morris Canal scrip, 63; do., 2d mort., 70; Penna. Canal, 15½; State 5s, coupon, 91½; Allegheny County 5s, 76; St. Nicholas Coal, 3½; Big Mt. Coal, 6; New Creek Coal, 0.44. The latest quotations are: do., City 6s, 95@96; do., free of tax, 101¼@101¾; State 5s, coupon, 91¼@91¾; do., 6s, W. L., 100¼@100½; do., 1st series, 102¼@102½; do., 2d series, 106½@107; do., 3d series, 107@109; Reading, 48½@48¾; do., 7s, 1893, 100@103; do., mort. 6s, 1880, 89@90½; Camden and Amboy, 119¾@120; do., mort. 6s, 1889, 94@—; do., 1883, 84@85; do., 1889, 85@86; Penn. R. R., 53¼@53½; do., 1st mort., 97@97½; do., 2d mort., 94¼@94½; Little Schuylkill R. R., 41¾@42½; Morris Canal, 25@20; do., pref., 58¾@60; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7½; do., pref., 14@15; do., 6s, 1882, 55@56; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 89@90; do., 5s, 58@59; Lehigh Coal and Navigation, 33½@33¾; do., 6s, 1884, 80@81; do., R. R., Loan, 85½@86; do., Gold Loan, 95¾@96; North Pennsylvania, 37@40; do., 6s, 87½@88; do., Chattle 10s, 105@—; Philadelphia and Erie, 28@28½; do., 6s, 85¼@87; Minehill, 52¼@53; Catawissa, 14@16; do., pref., 34½@35; Lehigh Valley, 53¾@53½; do., 6s, 92½@95; do., 6s, reg., 94¼@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40½@41; Thirteenth and Fifteenth, 18½@19¼; Spruce and Pine, 25@26½; Green and Coates, 38@38; Chestnut and Walnut, 45½@46; Hestonville, 12@12¼; Union, 44@45.

Boston.—Norwich and Worcester R. R., 110; Conn. and Passumpsic Rivers pref., 89¼; Cheshire R. R. 6s, 90; Vermont Central and Vermont and Canada 8s, 99; Burlington and Missouri River R. R. 8s, 1879, 97½; Eastern R. R. 6s, 1885, 92¾; Vermont and Massachusetts 6s, 88½; Ogdensburg and Lake Champlain R. R. 8s, 100; Boston Water Power Co., 13¾; Cary Imp. Co., 6½; Massachusetts 6s, 1876, gold, 112; do., 1883, gold, 101¾; do., 6s, 1894, gold, 102;

Maine 6s, 1889, 97½; Rhode Island 6s, 1894, 97; Boston 6s, 1876, currency, 101; do., 5s, 1886, gold, 101; Chicago 7s, 93; Hartford 6s, 1879, 94; Quincy, Ills., 6s, 1888@1898, 65; Allouez Mining Co., 2½.

Baltimore.—Richmond and Danville bonds, 69½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@—; Balt. and Ohio, 123@124; do., 6s, 1875, 92@93½; do., 1880, —@92; do., 1885, 92¼@93; Northern Central, 43@44; do., 6s, 1885, 86@87; do., 1900, 82½@84; do., 6s, 1900, gold, 100@101½; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@94; do., 2d mort., 90@94; do., 3d mort., 1885, 86@88; Marietta and Cincinnati 7s, 1892, 87½@89; do., 2d mort., 65@67; Central Ohio, 25@26; do., 1st mort., 78@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 35@43; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 69@70; Baltimore 6s, 1875, 91¾@92½; do., 1886, 93@93¾; do., 1890, 93½@93¾; do., 1893, 90½@92; do., 5s, 1838-70, 70@74; Memphis City 6s, 46¾@47; Maryland Defense Loan, 101¼@102½; City Passenger R. R., 18@18¾; Baltimore and Catonsville, 4@8; George's Creek Coal, —@70; Santa Clara, —@1.25; Atlantic Coal, 2.30@3.50; Bare Hill, 0.06@0.15.

Illinois Central Railroad.

The statement of this Company for the month ending Oct. 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	4,171.48 for	\$37,684 60
Acres Int. Fund Lands		
sold.....	320.00 for	4,224 40
Acres Free Lands sold..	720.00 for	10,513 80
Total sales during month of Oct., 1869.....	5,211.48 for	\$52,422 80
To which add Town Lot Sales.....		.....

Total of all..... 5,211.48 for \$52,422 80
Cash collected in Oct.....\$232,876 09

TRAFFIC DEPARTMENT.

Receipts from Freight.....	\$466,057 00
do. Passengers.....	154,831 21
do. Mails.....	6,358 33
do. Rent of Road.....	4,000 00
do. Other Sources.....	90,000 00

Total Receipts in Oct., 1869.....\$721,246 54
Total Receipts in Oct., 1868.....\$767,222 57

Estimated earnings in the month of *Oct., on the D. & E. C. R. R., not included above.....\$173,688 12
Corresponding month of 1868.....\$134,408 63

Sioux City and Columbus Railroad.

This road will be 100 miles in length, extending from Sioux City, Iowa, to Columbus on the Union Pacific Railroad. Ten miles of the line, at the west end, are to be put under contract this fall, to be completed by February, 1870, and ten miles more at the Sioux City terminus. The initiatory point of the road will be opposite the mouth of the Floyd River, which empties into the Missouri just south of the Sioux City limits. The officers of the company are: President, Colonel A. Baird; Vice President, C. F. Drake; Secretary, James Stott; Treasurer, J. Cleghorn; Managing Directors, S. T. I. Davis, John J. Ogden, Wm. Adair.

A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to \$20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,

Bankers, No. 25 Nassau st.

East Saginaw, Ann Harbor and Toledo Railroad.

A meeting of the stockholders of this company was held at Corunna, Mich., on the 28th ult., at which subscriptions were reported to the amount of \$87,900. Directors were elected and articles of association adopted, which provide that the road shall run from East Saginaw to or near Chesaning, Corunna, Shiawassee town, Newburg, Byron, Howell and Ann Arbor. The amount of capital stock shall be \$2,000,000, consisting of twenty thousand shares of \$100 each. Engineers will pass over the route immediately, and the work be pushed vigorously until completion.

Evansville, Indiana, has voted to subscribe \$300,000 toward the building of the Evansville, Carmi and Paducah Railroad. This makes the construction of the road a certainty.

It is proposed to build a railroad bridge across the Sandy River at Farmington and extend the Androscoggin Railroad over it.

The Wilmington and Reading Railroad is progressing quite rapidly; seven miles of it are already laid north of Wilmington.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of Oct., inclusive, during the years 1868 and 1869, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868.. 339,100	9,913,700	15,959,200	2,316,100
1869.. 364,800	12,840,000	5,561,500	197,700

Inc. 25,700 2,926,300 *10,397,700 *2,148,400
* Decrease.

The receipts of the new crop of barley, so far, are 185,700 bushels, against 2,019,200 bushels in 1868.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 610,960 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of October in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls.	286,500	389,100	364,800
Wheat, bushels..	5,939,100	9,913,700	12,840,000
Corn, bushels...	14,009,100	15,959,200	5,561,500
Barley, bushels.	2,308,500	2,346,100	197,700
Oats, bushels...	5,819,100	9,189,100	2,679,300
Rye, bushels...	625,100	500,700	234,300
Malt, bushels...	251,200	360,000	206,900
Feed, bushels...	.....	.....	8,526,100

The figures for 1868 cover 45,200 bbls. flour 2,811,500 bush. wheat, 694,500 bush of corn, 321,700 bush. barley, 104,100 bush. rye, 941,900 bush. bush. oats, 54,300 bush. malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Canadian Railway Returns.

The traffic returns of the Canadian Railways for the month ending September 30, 1868 and 1869, as far as reported, have been as follows:

	1869.	1868.
Great Western.....	\$327,622	\$355,810
Grand Trunk.....	635,896	624,108
Welland.....	12,164	13,101
Northern.....	58,890	49,019
Port Hope, Lindsay, & Beaverton, and Peterborough Branch.....	28,228	30,119
Brockville and Ottawa.....	22,276	17,085
St. Lawrence and Ottawa....	9,580	8,732
St. Lawrence and Industry..	961	958
New Brunswick & Canada ..	6,754	8,541
European & N'th American .	16,248	16,108

The Buckingham and Farmville (Va.) R. R. Co. has been organized, with E. W. Hubbard, Esq., as President, and H. E. Warren as Treasurer. The corporation proposes to construct a railway from Farmville to a point, on the James River, with Buckingham Courthouse on the line of the road. A corps of engineers have already completed one survey to Buckingham Courthouse from Farmville, and are commencing another between the same points.

A surveying party of the San Diego, El Paso and Memphis Railroad have passed the summit of the range of mountains between San Diego and Fort Yuma. They report the grade to be less than a hundred feet per mile.

Fort Wayne, Muncie and Cincinnati R. R.

This road will be 109 miles in length, all of which is built except a gap of forty-two miles—between Muncie and Bluffton—and this part is nearly ready for the rails. With the proposed aid from Cincinnati, this can be completed in ninety

days from the time the first instalment on the bonds will be called for. The committee of the Cincinnati Board of Trade have agreed with the railroad company that four hundred bonds of one thousand dollars each shall be subscribed for, or sold by the company, subscriptions shall not be binding—this sum, it is understood, being sufficient to insure the completion of the whole line from Fort Wayne to Connersville, where it connects with the Junction road, forming a through line to Cincinnati.—*Pittsburg Chronicle.*

Journal of Railroad Law.

RAILWAY CORPORATIONS—THEIR LIABILITY FOR INJURY TO STOCK—STATUTORY REQUIREMENTS.

The facts of the late case of *The Toledo, Wabash and Western Railroad vs. Ferguson* (42 Ill., 449,) are clearly and fully stated in the following opinion by

LAWRENCE, J.—This was an action brought by the appellee against the railway company for running over and killing a cow. The plaintiff below recovered a judgment for fifty-five dollars, and the defendant appealed. The cow was killed by the train passing West, just before reaching the station at Harristown. There is a highway crossing just west of the station house. It is in proof that the bell was not rung nor the whistle blown while the train was passing over the eighty rods preceding the crossing. The only defense relied upon is, that the cow was not on the actual intersection of the railway and the highway when struck by the locomotive, but a few feet, or perhaps a few yards one side thereof, and in the direction in which the train was approaching.

It is urged, that the statute was designed to give damages only for injuries done upon the highway crossing, and that this cow, not being there, was a trespasser upon the railway, and that the appellant was liable only for wilful injury or gross negligence. Instructions based upon this view of the law were asked by the defendant below, and refused by the Court, and their refusal is a sign for error.

The counsel for the appellant referred to the case of *The Chicago and Mississippi R. R. Co. vs. Patchen*, 16 Ill., 198, in support of their position, that the cow was a trespasser. That case, while expressly recognizing the authority of the well known case of *Seely vs. Peters*, 5 Gilm., 138, as establishing the right of the owners of stock to permit it to run at large in this State, nevertheless draws a distinction between the right of railway companies and private individuals upon whose land the cattle of a stranger have entered.

Upon that distinction the railway company was held liable only for wilful injury or gross negligence. In the case of *The Great Western Railway Company vs. Thompson*, 17 Ill., 133, the same rule was laid down, but not without a most earnest and vigorous protest by one of the members of the Court, against a principle which established a difference of rights and liabilities between railway corporations and private individuals, in favor of the former. The rule was again propounded in *Cent. Mil. Tract R.R. vs. Rockafellow*, id., 541, and *Ill. Cent. R. R. vs. Reedy*, id., 580.

In disposing of the case, it is not necessary to re-examine the ground on which these cases proceed, as the one at bar is not within their authority. In the case before us the liability rests upon a violation of an express statutory requirement, the observance of which might have prevented the accident. The 38th section of the act of

1849 requires the bell to be rung or the whistle to be sounded for the distance of eighty rods before reaching a highway crossing, and not only provides a penalty for failure to do this, but expressly provides that the road shall "be liable for all damages which shall be sustained by any person by reason of such neglect." The theory of appellant's counsel, that this only applies to injuries done upon the actual intersection of the two roads where the land belongs equally to both roads, finds no support in the language of the act, and we are not at liberty to interpolate so material a restriction. There is always a highway crossing near a station, and it often happens that in the small villages which grow up around the stations, there are vacant lots in the immediate neighborhood of the crossing, forming a sort of commons, and both persons and cattle are in the habit of crossing the railway track, as it passes over such uninclosed lots without lengthening their route by seeking the line of the highway. The law does not require the railway companies to fence in cities, towns or villages, and if a person, through failure to sound a whistle, is killed in crossing a railway track within a few feet of the highway, without fault upon his part, other than that he has diverged from the line of the highway, can it be said that damages are not recoverable, because the decease was a trespasser? Admit that he was, he has come to his death from a cause which the Legislature has said shall make the railway company responsible. As the statute does not confine the liability to accidents occurring on the crossing, we cannot say the Legislature did not have in view the fact that accidents would be very liable to occur in the open spaces adjacent to crossings near the stations, and that they did not intend to guard against accidents there as well as those occurring upon the actual crossings. Even in the case in 16th Ill., it is admitted that the railway would be liable in cases of gross negligence. Whether the failure to sound the whistle or ring the bell is to be considered gross negligence it is not necessary to inquire. It is sufficient that the statute has said such failure shall give a right of action for all injuries attributable to such neglect.

This case differs from *Illinois Central Railroad vs. Phelps*, 29 Ill., 448, and same *vs. Gardiner*, 30 id., 118, in this, that the accidents in those cases did not occur at a road crossing, and the evidence showed no connection between the injury and the failure to give the signal. The statute did not apply. The principle we here lay down is this: that, where a railway company has neglected to comply with the statutory requirement, and an injury to an animal is fairly attributable to such neglect, the mere fact that the animal was at large, if so at large in violation of no general or local law, would not relieve the company of its liability even though the animal had gone upon the road from uninclosed lots adjacent to the crossing, and was standing when injured, on the actual intersection of the railway and the highway. In the present case the evidence shows that the jury might fairly attribute the accident to the neglect to give the signal, and no question is made by counsel on that point.

The instructions asked by the appellant and refused by the Court are inconsistent with the views here expressed, and were properly refused. Judgment affirmed.

New York and Oswego Midland R. R.

This line, when completed, will shorten the distance to Buffalo and the West by seventy miles, and the route to Canada by somewhat more than forty five miles, besides offering a new highway for the through trade between the States. In addition, the Midland road is closely linked with the interests of our own State and its Metropolis. Penetrating one of the richest and most picturesque portions of New Jersey, it affords a fresh outlet for our overflowing population, and helps materially the solution of a problem every year becoming more urgent; while to the interior of New York it opens up immense possibilities. Orange, Ulster, Delaware, Sullivan, and other midland counties, have always, even when almost destitute of facilities for transporting products, furnished a large part of the food of the Metropolis. With this road traversing them from the State line of New Jersey to the northern borders of western New York, and its branches and connections ramifying the whole interior of the State, the difficulty of feeding our city population (which once assumed threatening proportions) may be said to be finally removed.

The financial auspices under which the Midland Railroad was commenced were probably more favorable than those of any similar enterprise ever undertaken in this country. The towns and cities along its route have subscribed to its capital stock to the amount of \$6,000,000; and these subscriptions being made not by individuals, but by the towns in their corporate capacity, are fully equivalent to cash. This sum, large as it is, is of course insufficient to construct and equip a road upward of 400 miles in length. In order, therefore, to obtain the requisite amount, the Company have issued first mortgage bonds, payable in gold and bearing interest (in gold) at seven per cent. These bonds are secured by a first mortgage upon the road, its various branches and the entire property of the Company. In order if possible to give additional security to the investment, it is also provided that the issue of bonds shall be strictly limited to \$20,000 per mile of the road actually built and in running order. It is further provided in the mortgage that default in payment of interest for the space of four months shall bring the road and its entire property into the hands of the trustees, without the possibility of litigation, to be sold for the benefit of the bondholders. A peculiar and admirable feature of the stock of this Company is that the large portion held by the towns and cities can never be disposed of without the consent of a majority of the taxpayers. This may be considered an absolute prohibition of the usual "manipulations" at the Exchange. The London *Spectator* predicted recently that Government will ultimately be compelled to abolish, by absorbing into itself, all industrial corporations. If a measure similar to the above were adopted by every railway enterprise, they, at least, might surely avoid such a consummation.—*N. Y. Tribune.*

Messrs. Cantwell & Knapp have contracted to grade, bridge, and lay the track on the Leavenworth and Chicago road (formerly Chicago and Southwestern,) from Platte City to Cameron, and have put a force of hands on every mile of road between these points.

The survey for the new railroad to run from White Bear Lake, at the junction with the Superior road, by way of Minneapolis, to the Minnesota River, and thence to Albert Lea and the State Line, has been completed.

The Little Rock and Fort Smith Railroad is going forward with all possible despatch; a force of one thousand men are now being employed at work along the line.

Track laying on the Midland Pacific Railroad has been commenced west of Nebraska City,

CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of \$10,000 in currency, \$698 25 IN GOLD, while only \$475 are derived from \$10,000 invested in Government Sixes.

\$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN \$18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net \$733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO via Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at \$4,500,000.

\$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Moline, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting \$950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,

Agents for the sale of the Bonds.

The Little Rock Gazette says there is a promising prospect of the revival and speedy completion of the Cairo and Fulton Railroad. Negotiations have been made with English capitalists which secure the means for building the road beyond any contingency. The company are contracting for the first twenty miles, beginning at Jacksonport, and running north towards the Missouri border, and expect to have the entire road finished in three years.

RAILROAD IRON.

1,000	TONS	56 lbs.	Flash bar pattern	Copper Co. make.
500	"	56 lbs.	"	Stockton make.
1,000	"	60 lbs.	"	"

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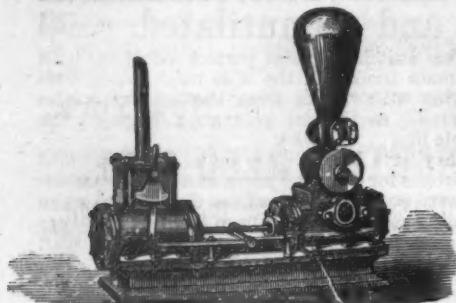
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No. 234 Water Street, N. Y.

Send for Circulars.

The following gentlemen have been elected directors of the Camden and Manchester (N. J.) Railroad: Howard Potter, J. E. Carpenter, J. S. Shultz, Syrus C. Bristol, H. B. Willett, E. Oliphant, Peter Pepler, Theodore Budd, William Braddock, Jr.

Niagara Steam Pump Works.



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PORT HURON AND LAKE MICHIGAN RAILROAD CO.,
TREASURER'S OFFICE,
PORT HURON, Mich., Oct. 14, 1890.

**THE COUPONS OF THE SEVEN PER
CENT. First Mortgage Sinking Fund Bonds of the
Port Huron and Lake Michigan Railroad Company, due
Nov. 1, 1890, will be paid on and after that date, IN GOLD
COIN, free of Government tax, on presentation at the
office of S. W. HOPKINS & CO., No. 71 Broadway, New
York.**
4144

W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE,
BATTLE CREEK, Mich., Oct. 14, 1890.

**THE COUPONS OF THE SEVEN PER
CENT. First Mortgage Sinking Fund Bonds of the
Peninsular Railway Company of Michigan, due Nov. 1,
1890, will be paid on and after that date, IN GOLD COIN,
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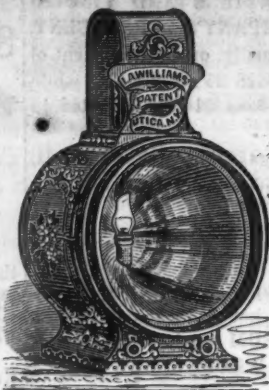
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Running over Different Gauges of Tracks.

These Trucks are adaptable

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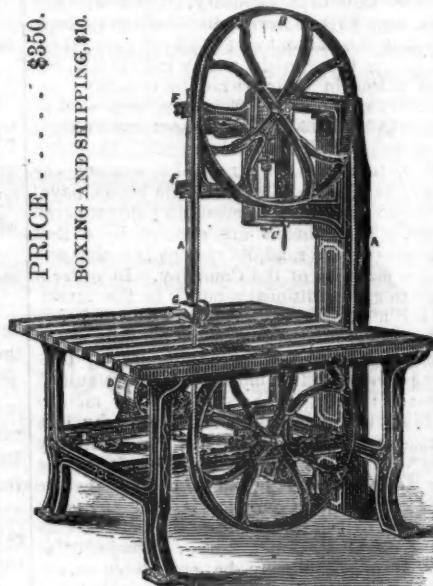
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feet per minute, and with a belt from 4 to 5 inches in width
a block of Rosewood from 10 to 15 inches thick, or wood of
any kind, hard or soft, can be cut with ease and facility, the
saw being from one-quarter inch to one inch in width. A
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slide bearing, which adjusts itself according to the expan-
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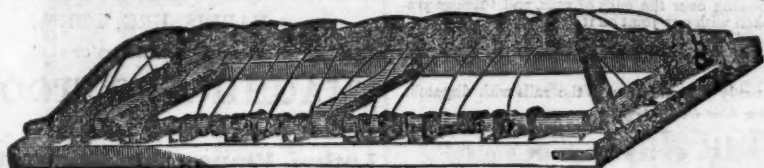
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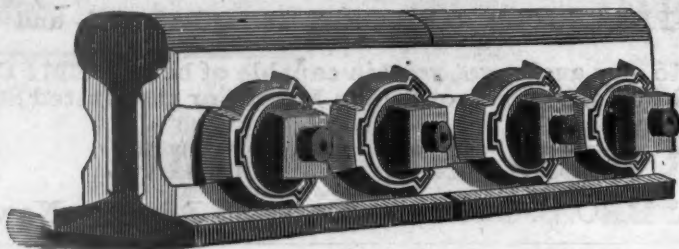
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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are riveted through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the strongest Lantern ever offered to the public. RAILROAD MEN especially cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 20, ALASKA, CAPT. GRAY, connecting with CONSTITUTION, CAPT. —

Steamer JAPAN, will leave San Francisco Dec. 1, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, Nov. 19. All usual facilities afforded shippers in collecting inland charges, &c.

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Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

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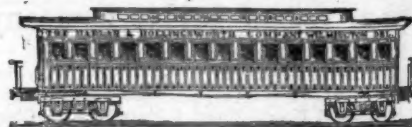
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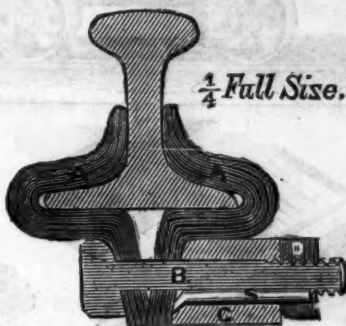
Scott's Wrought Iron Clamp Truss Joint FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 2 1/2 inch bearings. (A 40 ton engine will not test it more than 10,000 lbs.) It is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

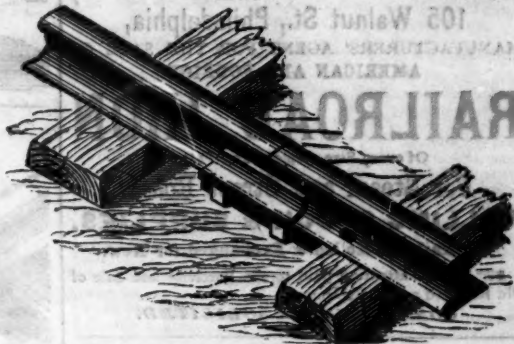
It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



1/4 Full Size.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 3/4 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

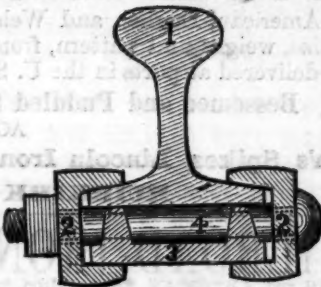
Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

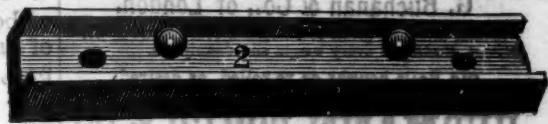
And **BENJ. SCOTT,**
New Brighton, Pa.

THE PHOENIX IRON COMPANY'S
PATENT

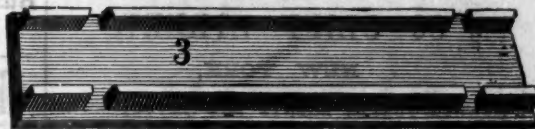
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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Manufactured at Coatesville, Chester County, Pa., on the line of Pennsylvania Central R. R., has now stood the test of practical use on the above road, the Philadelphia, Wilmington and Baltimore and Philadelphia and Reading Railroads, for the past two years, and proved itself to be what is claimed for it, a perfect security against the unscrewing or receding of nuts. Its simplicity, efficiency and cheapness over any other appliance for the purpose should recommend it to the attention of all persons having charge of Railroad tracks, cars and machinery.

It is especially adapted to, and extensively used by leading Railroads of the country for the purpose of securing nuts on Railway joints.

The accompanying cuts show the application of the Washer. For further information, apply to

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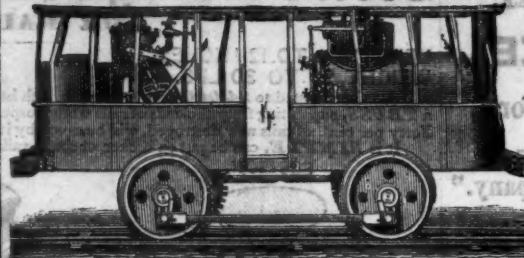
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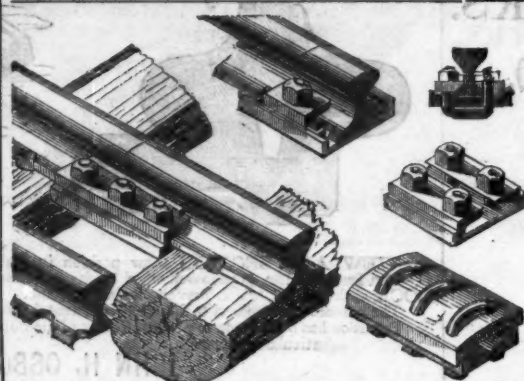
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SAFETY,
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All Combined in the Safety Truck, for Locomotive En-
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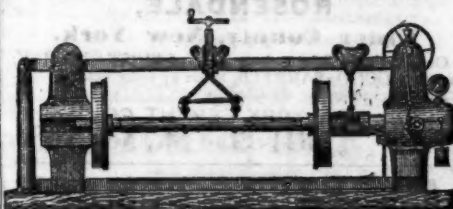
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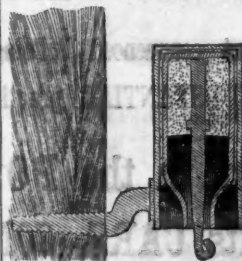
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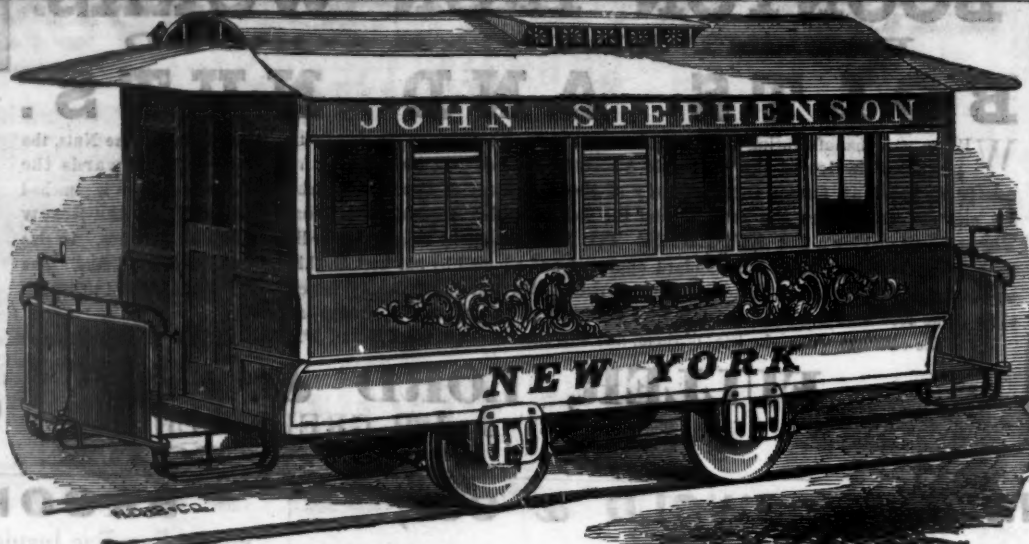
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We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined iron, the thread being forged (not cut), refines and toughens them.

Second. The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button), when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

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We are now prepared to manufacture these SCREWS in any quantity desired.

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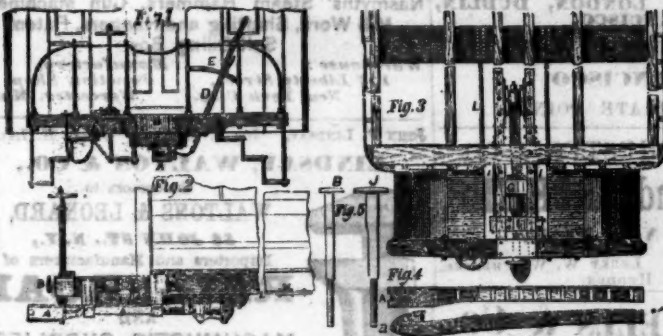
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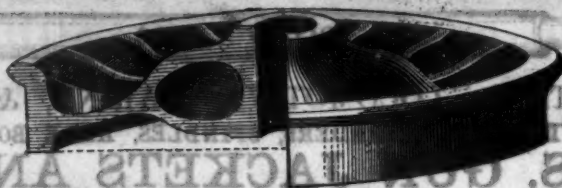
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